



The Maryland-National Capital Park and Planning Commission  
 Prince George's County Planning Department  
 Development Review Division  
 301-952-3530

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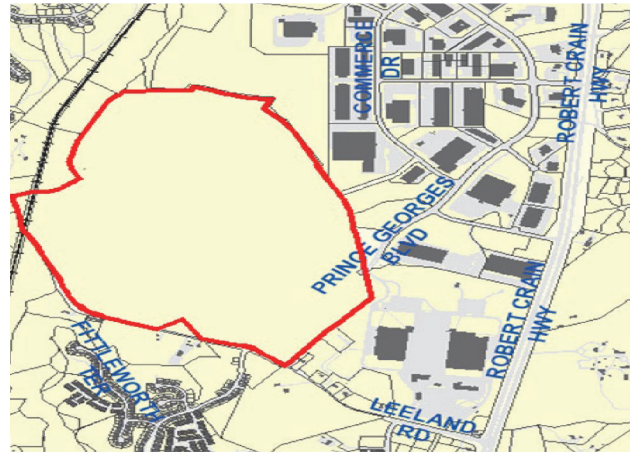
## Basic Plan Amendment

**A-9968-03**

## National Capital Business Park (a.k.a Willowbrook)

REQUEST	STAFF RECOMMENDATION
Amendment to an approved Basic Plan, pursuant to Section 27-197(c), to increase employment and institutional use by 2million square feet, and manufacturing.	APPROVAL with conditions

**Location:** On the north side of Leeland Road, approximately 3,178 feet west of the intersection of Leeland Road and US 301 (Robert Crain Highway).



Gross Acreage:	442.30
Zone:	R-S/I-1/R-A
Gross Floor Area:	N/A
Lots:	0
Parcels:	2
Planning Area:	74A
Council District:	04
Election District:	07
Municipality:	N/A
200-Scale Base Map:	203SE13
<b>Applicant/Address:</b> NCBP, LLC c/o Manekin 5850 Waterloo Road, Suite 200 Columbia, MD 21045	
<b>Staff Reviewer:</b> Thomas Sievers <b>Phone Number:</b> 301-952-3994 <b>Email:</b> Thomas.Sievers@ppd.mncppc.org	

Planning Board Date:	02/10/2022
Planning Board Action Limit:	N/A
Mandatory Action Timeframe:	60 days
Staff Report Date:	01/26/2022
Date Accepted:	12/17/2021
Informational Mailing:	N/A
Acceptance Mailing:	N/A
Sign Posting Deadline:	N/A

The Planning Board encourages all interested persons to request to become a person of record for this application. Requests to become a person of record may be made online at [http://www.mncppcapps.org/planning/Person\\_of\\_Record/](http://www.mncppcapps.org/planning/Person_of_Record/). Please call 301-952-3530 for additional information.

January 26, 2022

**REFERRAL MEMORANDUM**

TO: The Prince George's County Planning Board  
The Prince George's County District Council

FROM: Thomas Sievers, Senior Planner, Zoning Review Section  
Development Review Division

VIA: Jeremy Hurlbutt, Supervisor, Zoning Review Section  
Development Review Division

SUBJECT: **Referral for Amendment to Basic Plan A-9968-03**  
National Capital Business Park (a.k.a Willowbrook)

**REQUEST**

This application for an amendment to the approved Basic Plan (A-9968-03) was accepted on December 17, 2021 and filed, pursuant to Section 27-197(c) of the Prince George's County Zoning Ordinance. This request is to amend Basic Plan A-9968-02, approved by the Prince George's County District Council on April 12, 2021, via Zoning Ordinance 2-2021. The amendment seeks to modify the basic plan to increase employment and institutional use by 2 million square feet. The amendment will result in a maximum of 5.5 million square feet of warehouse, distribution, office, light industrial, manufacturing, and institutional uses. The amendment will also revise certain conditions and/or considerations approved in A-9968-02 and seeks to demonstrate compliance with the required criteria for Zoning Map Amendments in Section 27-195(b)(1)(A)(iii) of the Zoning Ordinance, for regulations applicable to land zoned Residential Suburban Development (R-S) and developed with uses permitted in the Employment and Institutional Area (E-I-A) Zone, as authorized, pursuant to Section 27-515(b) of the Zoning Ordinance.

The entire tract of land is divided into three different zones; approximately 15 acres of land is located in in the Light Industrial (I-1) Zone, 0.78 acre of land is zoned Residential-Agricultural (R-A), and 426.52 acres of land is located in the R-S Zone.

It should be noted that, although the site is comprised of various zones, the development and its density calculation only pertain to the R-S-zoned portion of land, which is consistent with the approval of Basic Plan A-9968 for Willowbrook. The property is comprised of two deed parcels recorded in Liber 35350 folio 319, which have never been the subject of a record plat, and are located on Tax Map 76, 77, and 85 in Grids A2-A4, B1-B4, C3-C4, and F3-F4 (known as Parcel 30)

and recorded by deed in Liber 35350 folio 319. The property is located on the north side of Leeland Road, approximately 3,178 feet west of the intersection of Leeland Road and US 301 (Robert Crain Highway). The site is undeveloped, wooded, and contains numerous environmental features. The site's frontage and access are from Leeland Road.

On behalf of the applicant, Robert Antonetti, Esq. filed a statement of justification (SOJ) on October 26, 2021, in support of the application and incorporated into this technical staff report by reference.

### **Land Use**

The 427.30-acre property, specifically the uses proposed for the site, include warehouse/distribution, office, light industrial/manufacturing, and/or institutional uses.

The application has been filed in accordance with the provisions of the Zoning Ordinance, as modified by Prince George's County Council Bill CB-22-2020.

Said legislation was adopted by the District Council on July 14, 2020, for the purposes of allowing uses permitted in the E-I-A Zone on land in the R-S Zone, pursuant to Section 27-515(b). The analysis, therefore, will be subject to the required findings for approval of Section 27-195(b) of the Zoning Ordinance, and the applicability of the development restrictions of Sections 27-511 and 27-515(b), Footnote 38.

### **Required Findings**

The following analysis is based on the referrals received and the SOJ submitted by the applicant, which are adopted herein by reference, to address the required findings for approval, in accordance with Section 27-195(b):

#### **Master Plan Analysis (Section 27-195(b)(1)(A))**

The subject property is in conformance with Section 27-195(b)(1)(A)(iii), as it is subject to the regulations applicable to land zoned R-S and will be developed with uses permitted in the E-I-A Zone, as authorized, pursuant to Section 27-515(b) and CB-22-2020 (DR-2).

Approximately 15 acres of the overall property included in the basic plan is designated for light industrial land use. The I-1-zoned portion of the property is located along the southeast portion of the site, between the adjacent former Safeway Distribution Center (northwest quadrant of US 301/Leeland Road) and the residentially zoned portion of the National Capital Business Park.

Preliminary Plan of Subdivision (PPS) 4-20032 was approved on September 9, 2021 (PGCPB Resolution No. 2021-112), for 3.5 million square feet of warehouse/distribution, office, light industrial/manufacturing, and/or institutional uses. A new PPS will be required upon the approval of this basic plan amendment request in order to demonstrate conformance with all adequate public facilities requirements contained in Subtitle 24 of the Prince George's County Code. A traffic impact analysis was provided with the initial submittal and deemed insufficient for review. A revised traffic analysis was provided to the Transportation Planning Section for further review on January 14, 2022. Staff found that the subject site is surrounded by similar employment uses, proposed recreational facilities, and residential uses south of Leeland Road. Leeland Road (MC-600) is a designated major collector roadway and includes a master plan recommended shared-use path along its entire extent. It should be noted that the submitted SOJ indicates that the applicant is evaluating frontage improvements along Leeland Road as a two-lane open section roadway,

subject to approval by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) and the Prince George's County Department of Public Works and Transportation (DPW&T). Staff recommends that a 10-foot-wide shared-use path be provided along the subject site frontage of Leeland Road, unless modified by DPIE with written correspondence. This shared-use path would be consistent with the approved facility of the adjacent property (Specific Design Plan SDP-1705, PGCPB Resolution No. 2020-57), and can be constructed within the dedication of right-of-way that is required for a major collector roadway. The applicant shall provide a network of pedestrian and bikeway facilities internal to the site. The exact location and design of said facilities shall be evaluated with future applications. The future PPS, and revision to the prior approved Comprehensive Design Plan CDP-0505-01, will provide more in-depth data concerning adequacy of public facilities.

Master plan analysis is contained in the Community Planning Division's referral dated January 10, 2022 (McCray to Sievers), which finds that pursuant to Section 27-195(b)(1)(A)(iii), the proposed basic plan conforms to the approved CB-22-2020 and Section 27-195(b)(1)(A)(iii), the regulations applicable to land zoned R-S and developed with uses permitted in the E-I-A Zone as authorized, pursuant to Section 27-515(b).

**Economic Analysis (Section 27-195(b)(1)(B))**

This analysis is not required because the applicant is not proposing retail or commercial uses.

**Transportation Facilities (Section 27-195(b)(1)(C))**

The Transportation Planning Section referral dated January 23, 2022 (Burton to Sievers), provided the following analysis: to meet the legal threshold cited in Section 27-195(b)(1)(C) of the Zoning Ordinance, the applicant has provided staff with a January 2022 traffic impact study. The findings and recommendations outlined below are based upon a review of these materials and analyses conducted by staff of the Transportation Planning Section, consistent with the "Transportation Review Guidelines - Part 1- 2012". The table below shows the intersections deemed to be critical, as well as the levels of service representing existing conditions. It is worth noting that one of the provisions of recent Council legislation (CB-22-2020) is that no traffic from this proposed development should be oriented to and from Leeland Road to the south of the subject property. As a result of this mandate by the council, the traffic impact study did not consider any intersections along Leeland Road. The table below shows the intersections deemed to be critical, as well as the levels of service representing existing conditions:

EXISTING CONDITIONS		
Intersections	AM	PM
	(LOS/CLV) delay	(LOS/CLV) delay
US 301 SB @ Wawa Crossover (signalized in future)	A/990	C/1248
US 301 NB @ Wawa Crossover	C/1288	C/1161
US 301 @ Trade Zone Avenue	A/895	B/1022
US 301 @ Queens Court: Right-in, Right-Out (RIRO)	No delay	No delay
US 301 @ Median Crossover	No delay	No delay
Minor street volume	<100 vehicles	<100 vehicles
US 301 @ Leeland Road	A/924	A/866
US 301 @ Beechtree Parkway-Swanson Road	D/1330	D/1321
US 301 @ Village Drive	B/1086	B/1144
US 301 @ MD 725	C/1204	D/1343
US 301 @ Chrysler Drive	B/1045	B/1063
Prince George's Boulevard @ Trade Zone Avenue	15.0 seconds	15.1 seconds
Prince George's Boulevard @ Commerce Drive	9.5 seconds	9.8 seconds
Prince George's Boulevard @ Queens Court	9.5 seconds	12.5 seconds
* Unsignalized intersections. In analyzing two-way stop-controlled intersections, a three-step procedure is undertaken in which the greatest average delay (in seconds) for any movement within the intersection, the maximum approach volume on a minor approach, and the critical lane volume (CLV) is computed and compared to the approved standard. According to the "Guidelines", all three tests must fail in order to require a signal warrant study.		

The traffic study identified 14 background developments whose impact would affect some or all of the study intersections. In addition, a growth of 1.1 percent over six years was also applied to the traffic volumes. In addition to the inclusion of background developments and regional growth, the traffic impact study assumed improvements involving the upgrade to US 301 between MD 214 in the north and MD 4 to the south. Specifically, the improvements would involve a widening of US 301 from four to six through lanes. This improvement appears in the current county Capital Improvement Program (CIP) with full funding within six years. There is a provision in the CIP that the overall cost of \$32 million will be borne by developer contribution. This applicant has agreed to provide his/her commensurate share, which will be determined at future stages of the development review process.

The subject application seeks to amend the previously approved application (A-9968-02) which considered county warehouse rates. As additional phases of this development with more specific land uses are proposed, trip rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* may be substituted for rates which may not be available in the department's Transportation Review Guidelines.

Using the trip rates from the "Guidelines", the study has indicated that the subject application represents the following trip generation:

Table 1 - Trip Generation							
		AM Peak			PM Peak		
		In	Out	Total	In	Out	Total
Warehouse (FAR 0.3, county rates)	5,500,000 Sq. feet	1,780	440	2,200	440	1,780	2,200
<b>Total new trips</b>		1,780	440	2,200	440	1,780	2,200

The table above indicates that the proposed development will be adding 2,200 trips during both peak hours. The analysis under existing condition assumes several unsignalized intersections. Under future conditions, the following intersections are assumed to be signalized:

- US 301 south bound at Wawa Crossover
- US 301 north bound at Wawa Crossover
- US 301 at Queens Court

A third analysis depicting total traffic conditions was done, yielding the following results:

TOTAL CONDITIONS with CIP improvements		
Intersections	AM	PM
	(LOS/CLV) delay	(LOS/CLV) delay
US 301 SB @ Wawa Crossover	A/976	C/1175
US 301 NB @ Wawa Crossover	B/1145	B/1409
US 301 @ Trade Zone Avenue	C/1185	D/1442
US 301 @ Queens Court	D/1340	D/1377
US 301 @ Median Crossover * Minor street volume *	No delay <100 vehicles	No delay <100 vehicles
US 301 @ Leeland Road <i>With additional improvement</i>	D/1674 C/1298	<b>F/1757</b> D/1417
US 301 @ Beechtree Parkway-Swanson Road	D/1390	D/1448
US 301 @ Village Drive	C/1208	C/1213
US 301 @ MD 725	C/1292	D/1432
US 301 @ Chrysler Drive	B/1050	D/1397
Prince George's Boulevard @ Trade Zone Avenue *	17.0 seconds	25.0 seconds
Prince George's Boulevard @ Commerce Drive *	12.6 seconds	12.2 seconds
Prince George's Boulevard @ Queens Court * Tier 1: HCS Delay test Tier 2: Minor Street Volume Tier 3: CLV	523.8 seconds >100 vehicles D/1447	621.0 seconds >100 vehicles D/1435
* Unsignalized intersections. In analyzing two-way stop-controlled intersections, a three-step procedure is undertaken in which the greatest average delay (in seconds) for any movement within the intersection, the maximum approach volume on a minor approach, and the critical lane volume (CLV) is computed and compared to the approved standard. According to the "Guidelines", all three tests must fail in order to require a signal warrant study.		

The results under total traffic conditions show that the intersections will all operate adequately with the exception of US 301 at Leeland Road. To that end, the applicant has agreed to provide an additional left turn lane (for a total of three lefts) on the eastbound approach, resulting in acceptable level of service for that intersection.

### **Transportation Staff Conclusions**

Based on the preceding findings, the Transportation Planning Section concludes that existing transportation facilities, when improved with improvements provided in the county CIP, along with some additional improvements provided by the applicant, and signalization at some key intersections, will be adequate to carry the anticipated traffic generated by 5.5 million square feet of warehousing development. Furthermore, the uses proposed will not generate traffic which would lower the level of service anticipated by the land use and circulation systems shown on the approved Area Master Plan, in accordance with Section 27-195 of the Prince George's County Code.

In making this finding, the Transportation Planning Section staff recommends conditions, which have been incorporated in the Recommendation section of this technical staff report.

### **Other Public Facilities (Section 27-195(b)(1)(D))**

Subtitle 24 of the County Code provides the only methodology for testing adequate public facilities to ensure that the development will be adequately served. The Countywide Planning Section referral dated January 14, 2022 (Thompson to Sievers), provided analysis of adequate public facilities including police, fire and rescue, water, sewer, schools, recreation, and library. Per Subtitle 24 of the County Code, the methodology for testing adequate public facilities occurs at the time of PPS review.

### **NON-RESIDENTIAL**

#### **Water and Sewer Findings**

The proposed development is within Water and Sewer Category 4, Community System Adequate for Development Planning. Water and Sewer Category 3, Community System, must be obtained prior to final plat. The increased square footage will not increase the demand for additional water and sewerage facilities and, therefore, adequate water and sewer facilities exist to serve the subject property.

#### **Capital Improvement Program (CIP)**

The subject project is located in Planning Area 74A, Mitchellville Vicinity. The Prince George's County FY 2021-2026 Approved CIP identifies the following projects in Planning Area 74A:

- a. Office of Central Services - Collington Athletic Complex
- b. DPW&T – Church Road Improvements, US 301 Improvements

The Prince George's County FY 2021–2026 Approved CIP does not identify any libraries, schools, and/or public safety facilities in the Planning Area.

### **Police Facilities**

This project is served by Police District II, Bowie, located at 601 Crain Highway, in Bowie. Per Section 24-122.01(c)(1)(A) of the Prince George's County Subdivision Regulations, the Planning Board's current test for police adequacy is based on a standard for square footage in police stations relative to the population. The proposed amendment will not impact the need for additional police facilities and therefore, the Section finds existing police facilities are adequate for the uses proposed by the basic plan. This will be further evaluated at the time of PPS review.

### **Fire and Rescue**

This project is served by the Pointer Ridge Volunteer Fire/EMS Co. 843 located at 16408 Pointer Ridge, in Bowie, as the first due station. Per Section 24-122.01(d)(1)(A) of the Subdivision Regulations, a five-minute total response time is recognized as the national standard for Fire/EMS response times.

Prince George's County Fire and EMS Department representative, James V. Reilly, stated in writing (via email) that as of January 14, 2022, the subject project does not pass the four-minute travel test from the closest Prince George's County Fire/EMS Station, Pointer Ridge Volunteer Fire/EMS Co. 843 in Bowie. The proposed amendment may impact fire facilities. A recommendation may be made to contact the Prince George's County Fire/EMS Department to request a pre-incident emergency plan for the facility, install and maintain automated external defibrillators in accordance with the Code of Maryland Regulations, and install and maintain hemorrhage kits next to fire extinguishers. This will be further evaluated at the time of PPS review. The Section finds existing fire facilities may require mitigation for the uses proposed by the basic plan.

### **School Facilities**

Per Section 24-122.02 of the Subdivision Regulations and Prince George's County Council Resolutions CR-23-2001 and CR-38-2002, *Adequate Public Schools Facility Regulations for Schools*, this subdivision is exempt from a review for schools because it is a non-residential use. The proposed amendment will not impact school facilities, and therefore, the Section find existing school facilities are adequate for the uses proposed by the basic plan.

### **Recreation Facilities**

This area is served by the following Maryland-National Capital Park and Planning Commission (M-NCPPC) Parks and Recreation facilities:

- Watkins Regional Park located at 301 Watkins Park Drive in Upper Marlboro.
- Largo/Kettering/Perrywood Community Center located at 431 Watkins Park Drive in Upper Marlboro.
- Upper Marlboro Community Center located at 5400 Marlboro Race Track Road in Upper Marlboro.

The proposed amendment will not impact the need for additional recreation facilities. Therefore, the Section finds existing recreation facilities are adequate for the uses proposed by the basic plan.



### **Library Facilities**

This area is served by the Prince George's County Memorial Library System, South Bowie Branch, located at 15301 Hall Road, in Bowie. The proposed amendment will not impact the need for additional library facilities. Therefore, the Section finds that existing library facilities are adequate for the uses proposed by the basic plan.

### **Environmental Relationship (Section 27-195(b)(1)(E))**

As set forth in the applicant's SOJ and the Environmental Planning Section referral dated January 10, 2022 (Nickle to Sievers), the environmental impacts are envisioned to be within the limits of the previously approved development envelopes of the applicable CDP-0505 (PGCPB Resolution No. 06-273) and PPS 4-06066 (PGCPB Resolution No. 07-43). Appropriate conditions and considerations exist in the original approval to ensure this analysis is done at later stages of development. Staff recommends that the previously approved conditions and considerations be brought forward with the subject application, unless otherwise stated, as discussed further in this referral.

The project is subject to the environmental regulations contained in Subtitles 24, 25, and 27 that came into effect on September 1, 2010 and February 1, 2012, because the application was approved with a new PPS, 4-20032. The requested change in use will not result in a change to the woodland conservation threshold which is currently 15 percent for the E-I-A (R-S) and I-1 portions of the site and is 50 percent for the R-A Zone, resulting in a weighted woodland conservation threshold of 15.08 percent, or 52.40-acres. There is an approved Type 1 and Type 2 tree conservation plan on the overall development. All future applications will require tree conservation plans, in accordance with the current regulations.

Leeland Road, which borders the site on the south, is a designated scenic road. No direct vehicular access is proposed from the National Capital Business Park to Leeland Road. The applicant states that upon completion of the development, the Oak Grove Road/Leeland Road corridor will retain its character as a prominent scenic roadway in the County. Condition 2 of A-9968-01 was approved for removal with the approval of A-9968-02.

### **Section 27-195(b)(2) Construction Schedule**

The applicant did not propose a construction schedule of more than six years. Therefore, this regulation was not evaluated by staff.

### **Section 27-195(b)(3) L-A-C Commercial Development**

The subject property is not in the Local Activity Center Zone. Therefore, this regulation does not apply.

### **Section 27-195(b)(4) V-M and V-L Development**

The subject property is not zoned Village-Medium or Village-Low. Therefore, this regulation does not apply.

Staff finds that the proposed amendment of A-9968-02 meets the requirements of Section 27-195(b).

### **Additional Findings**

This section demonstrates how the basic plan application conforms and supports the purposes of the R-S Zone, as follows:

## Section 27-511: Purposes of R-S Zone

- (a) The purposes of the R-S Zone are to:
  - (1) Establish (in the public interest) a plan implementation zone, in which (among other things):
    - (A) Permissible residential density is dependent upon providing public benefit features and related density increment factors; and
    - (B) The location of the Zone must be in accordance with the adopted and approved General Plan, Master Plan, Sector Plan, public urban renewal plan, or Sectional Map Amendment Zoning Change;
    - (C) Applicable regulations are satisfied for uses authorized pursuant to Section 27-515(b) of this Code.

It should be noted that the District Council decided in the approval of the initial Basic Plan, A-9968, and CR-90-2005, that the subject property was eligible for placement in the R-S Zone as part of their approval of the 2006 *Approved Master Plan and Sectional Map Amendment for Bowie and Vicinity* (Bowie and Vicinity Master Plan and SMA). This application satisfies all of the applicable regulations for the proposed uses, as set forth in Section 27-515(b)(4) of the Zoning Ordinance. This section permits any use allowed in the E-I-A Zone in the R-S Zone by Footnote 38. This project meets the specific requirements provided in Footnote 38, as follows:

- (38) Notwithstanding any other provision of this Subtitle, any use allowed in the E-I-A Zone (excluding those permitted by Special Exception) is permitted, provided:
  - (a) The use is located on a parcel, a portion of a parcel, or an assemblage of adjacent land that:
    - (i) was rezoned from the E-I-A and R-A Zones to the I-1 and R-S Zones by a Sectional Map Amendment approved after January 1, 2006;
    - (ii) contains at least 400 acres and adjoins a railroad right-of-way; and
    - (iii) is adjacent to an existing employment park developed pursuant to the E-I-A Zone requirements.

The subject site was rezoned from the E-I-A and R-A Zones as part of the Bowie and Vicinity Master Plan and SMA approved on or about February 7, 2006 (See Sectional Map Amendment Change 7A, 7B, and 7C). As

mentioned herein, the National Capital Business Park site contains 442 ± acres, adjoins a CSX railroad right-of-way to the west, and is immediately adjacent to existing Collington Center (zoned and developed pursuant to the E-I-A Zone).

- (b) Regulations regarding green area set forth in Section 27-501(a)2 shall not apply. The minimum green area (of net lot area) shall be 10%. All other regulations in the E-I-A Zone shall apply to uses developed pursuant to this Section.**

The applicant concurs with this requirement, and all future development within the National Capital Business Park will reflect a minimum of 10 percent green area (of net lot area). Further, all other E-I-A Zone regulations will apply to future development at the National Capital Business Park. The subject application remains in conformance with this standard.

- (c) Regulations in the R-S Zone shall not apply to uses developed pursuant to this Section.**

The applicant agrees with this requirement, and the R-S Zone regulations will not apply to this project.

- (d) Additional requirements for uses developed pursuant to this footnote shall include the following:**

- (i) Street connectivity shall be through an adjacent employment park; and**

The applicant's basic plan amendment reflects that the access to and from the National Capital Business Park will be from future Queens Court (extended). Said roadway will form part of the street network connecting the existing Collington Center with the National Capital Business Park. This application also reflects the potential for a secondary access to be provided at either Pope's Creek Drive or Prince George's Boulevard. Both potential secondary access points are extensions of the road system within the existing Collington Center. The subject application remains in conformance with this standard.

- (ii) A public park of at least 20 acres shall be provided.**

Per a referral received from the Prince George's County Department of Parks and Recreation (DPR) dated January 6, 2022 (Burke to Sievers), all previous conditions relating to DPR, and the proposed 20-acre park, Collington Branch Stream Valley Trail, and parkland dedication remain valid.

**Section 27-511: Purposes of R-S Zone (continued):**

- (2) Establish regulations through which adopted and approved public plans and policies (such as the General Plan, Master Plans, Sector Plans, public urban renewal plans, or Sectional Map Amendment Zoning Changes) can serve as the criteria for judging individual development proposals;**

The District Council's initial approval of the basic plan and basic plan amendment for Willowbrook demonstrated conformance with the applicable master plan policies and recommendations. As mentioned above, the property's current zoning is R-S. The property was placed in the R-S Zone as part of the Bowie and Vicinity Master Plan and SMA. Prior to the R-S Zone approval, the entire R-S portion of property was zoned E-I-A. The E-I-A Zone is intended for a concentration of non-retail employment and institutional uses such as medical, manufacturing, office, religious, educational, and warehousing. The property was previously placed in the E-I-A Zone as part of the 1991 *Bowie, Collington, Mitchellville and Vicinity Master Plan and Sectional Map Amendment*. The 1991 master plan text referred to this land area as the "Willowbrook Business Center." The Basic Plan (A-9829) for this previously planned center was approved as part of the 1991 master plan and allowed for a floor area ratio between .3 and .38 for a total of 3,900,000–5,000,000 square feet of "light manufacturing, warehouse/distribution, ancillary office, and retail commercial" uses. Notwithstanding the site's history as being planned/zoned for employment uses in the past, the subject property is in conformance with Section 27-195(b)(1)(A)(iii) (Map Amendment Approval), as it is subject to the regulations applicable to land zoned R-S and will be developed with uses permitted in the E-I-A Zone as authorized, pursuant to Section 27-515(b) and CB-22-2020.

- (3) Assure the compatibility of proposed land uses with existing and proposed surrounding land uses, and existing and proposed public facilities and services, so as to promote the health, safety, and welfare of the present and future inhabitants of the Regional District;**

The property is undeveloped and predominately wooded. The site is surrounded by undeveloped land to the north that is part of the 890-acre, Residential Low Development (R-L) Zoned Oak Creek Development; to the east is Collington Center in the E-I-A Zone, to the south is Leeland Road, a designated scenic roadway, and beyond is vacant land, scattered detached single-family dwellings in the R-A Zone, and the existing Beech Tree subdivision located in the R-S Zone; and to the west is vacant land in the R-L Zone where the proposed Locust Hill development will be located.

The intent of the proposal is to utilize the flexibility of the comprehensive design zone to develop an employment park that provides uses in a manner which will retain the dominant employment and institutional character of the area, and to improve the overall quality of employment and institutional centers in Prince George's County, in accordance with the purposes of the E-I-A Zone. The project will provide a significant tax base and employment opportunities for citizens of the county and will promote the health, safety, and welfare of present and future inhabitants of the regional district. Further, the required PPS process will ensure that adequate public facilities have been fully provided, in accordance with the

requirements of Subtitle 24. These public facilities include adequate transportation systems either existing or planned (or to be provided by the applicant). The property will also be served by public water and sewer facilities, as well as adequate police and fire facilities. The subject application remains in conformance with this standard.

**(4) Encourage amenities and public facilities to be provided in conjunction with residential development;**

The above criteria do not apply to the subject amendment because it does not include a residential component. Nonetheless, the public facilities which are either existing, under construction, or fully funded within the County's CIP will be adequate to serve the warehouse/ distribution, office, light industrial/manufacturing, and/or institutional uses proposed in this application. It should be noted that the County's CIP provides full funding (within its six-year funding window) for improvements to US 301, including a signal at the Queens Court/US 301 intersection. The proposed development is within the service area for Police District II – Bowie. This police facility will adequately serve the businesses within the National Capital Business Park. Finally, the National Capital Business Park will include the provision of a 20-acre +/- public park.

**(5) Encourage and stimulate balanced land development; and**

The proposed basic plan amendment will provide for balanced land development that will respect existing environmental conditions on the site, while creating employment area synergies with Collington Center immediately to the north of the property.

**(6) Improve the overall quality and variety of residential environments in the Regional District;**

The proposed basic plan amendment will improve the quality of residential environments in nearby communities such as Beechtree and Oak Creek by not placing additional burdens on certain public facilities. Specifically, the uses contemplated by the National Capital Business Park will not create vehicle trips that would directly access Leeland Road (as opposed to the previously approved Willowbrook project which would send 100 percent of its vehicular trips to Leeland Road), nor will the National Capital Business Park generate any new students to be added the County's public school system. In addition, the National Capital Business Park will be designed to utilize the green areas on its perimeter to essentially screen the warehouse/distribution, office, light industrial/manufacturing, and/or institutional uses from surrounding communities such as Oak Creek and Beechtree. Finally, the National Capital Business Park will provide a 20-acre community park that existing residential communities can conveniently utilize. In summary, all of the above items will enhance the residential environment for existing and planned residential uses in the immediate area. The subject application remains in conformance with this standard.

**(7) Encourage low-density residential development which provides for a variety of one-family dwelling types, including a large lot component, in a planned development;**

The proposed amendment seeks approval of 2 million more square feet of employment uses that are permitted in the R-S Zone, pursuant to CB-22-2020, for a total of 5.5 million square feet. As mentioned herein, the development of the site with such uses will be done in a way to integrate with the adjacent Collington Center. Since the National Capital Business Park will not be utilizing Leeland Road as a direct access point for any of its vehicular trips, the balance of the Leeland Road corridor will remain highly appropriate for low-density residential development. The future/planned Locust Hill residential project immediately to the south of the site, for example, will directly benefit from the aforementioned benefits of the National Capital Business Park.

**(8) Protect significant natural, cultural, historical, or environmental features and create substantial open space areas in concert with a unique living environment; and**

The proposed amendment for the National Capital Business Park in this application has been designed to protect and preserve sensitive environmental features within the property to the fullest extent practicable. Approximately 20 ± acres of developable land will be conveyed to M-NCPPC for active recreation purposes. Moreover, the project has been designed to locate future development in a way that would not negatively impact Leeland Road, a designated scenic roadway.

**(9) Protect view sheds and landscape/woodland buffers along the primary roadways and woodlands, open fields, and other natural amenities within the Zone.**

Master-planned roadway MC-600 (Leeland Road) will require significant impacts to the primary management area, wetlands, and potentially rare, threatened, and endangered species in order to construct within its current planned alignment. In an effort to protect viewsheds and landscape/woodland buffers along the roadway and minimize impacts to sensitive environmental features, the applicant is evaluating appropriate frontage improvements for the construction of a two-lane roadway, subject to approval by DPIE and DPW&T. No direct vehicular access is proposed from the National Capital Business Park to Leeland Road. Thus, upon completion of this planned development, the Oak Grove Road/Leeland Road corridor will retain its character as a prominent scenic roadway in the County. It should also be noted that portions of the future Leeland/Oak Grove Road roadway will be relocated, pursuant to master plan requirements. At the time of approval of these portions of the relocated roadway, it will be appropriate to discern what, if any, portion of the new roadway would need to be buffered by any scenic roadway easements. As mentioned previously, the site contains significant green areas surrounding the perimeter of the project that will remain substantially intact with this development. Said green area will serve to protect viewsheds to and from the site. The subject application remains in conformance with this standard.

## RECOMMENDATION

The District Council approval of Basic Plan A-9968-02 (Zoning Ordinance 2-2021) adopted the findings and conclusions of the Zoning Hearing Examiner, with 21 conditions and 2 considerations. Staff recommends **APPROVAL** of the amendment with the following conditions and considerations that supersede all previous approvals:

1. **Proposed Land Use Types and Quantities**

Total Area: 442.30 acres

Total area (I-1 Zone): 15± acres (not included in density calculation)

Total area (R-A Zone): 0.78± acres (not included in density calculation)

Total area (R-S Zone): 426.52 acres per approved natural resource inventory

Land in the 100-year floodplain: 92.49 acres

Adjusted gross area (426 less half of the floodplain): 380.27 acres.

Proposed use: Warehouse/distribution, office, light industrial/manufacturing, and/or institutional uses up to 5.5 million square feet\*.

**Open Space**

Public active open space: 20± acres

Passive open space: 215± acres

\*100,000 square feet of gross floor area may be located in the I-1 Zone property noted herein.

2. At the time of the submission of a comprehensive design plan or preliminary plan of subdivision, the applicant shall provide a traffic study that analyzes the following intersections:

- a. US 301/MD 725
- b. US 301/Village Drive
- c. US 301/Leeland Road
- d. US 301/Trade Zone Avenue
- e. US 301 south bound/Wawa Crossover
- f. US 301 north bound/Wawa Crossover
- g. US 301/Queens Court

- h. US 301/Median Crossover
  - i. US 301/Beechtree Parkway/Swanson Road
  - j. US 301/Chrysler Drive
  - k. Prince George's Boulevard/Trade Zone Avenue
  - l. Prince George's Boulevard/Commerce Drive
  - m. Prince George's Boulevard Queens Court
3. At the time of preliminary plan of subdivision, the applicant shall provide the dedication for one-half of the 100 feet of dedication required to build Leeland Road (MC-600) to its ultimate cross section, per the Prince George's County Department of Public Works and Transportation standards.
  4. At the time of preliminary plan of subdivision, the applicant shall dedicate 100+ acres of parkland to the Maryland-National Capital Park and Planning Commission, including the Collington Branch stream valley and 20 acres of developable land for active recreation, as shown on the Prince George's County Department of Parks and Recreation Exhibit A (Bates Stamped 62 of 63, Exhibit 28, A-9968-01).
  5. The land to be conveyed to the Maryland-National Capital Park and Planning Commission shall be subject to the conditions of Exhibit B, attached to the memorandum dated June 21, 2005, from the Prince George's County Department of Parks and Recreation (Bates Stamped 63 of 63, Exhibit 28, A-9968-01).
  6. The applicant and the applicant's heirs, successors, and/or assignees shall construct a minimum 10-foot-wide master plan hiker/biker trail located along the Collington Branch stream valley and a minimum 10-foot-wide feeder trail to the employment uses. The alignment and design details of both trails may be modified by the Prince George's County Department of Parks and Recreation, to respond to environmental constraints, with written correspondence.
  7. A revised plan showing parkland dedication and master plan trail shall be reviewed and approved by the Prince George's County Department of Parks and Recreation staff at the time of comprehensive design plan.
  8. The applicant shall construct recreational facilities typical for a 20-acre community park such as ball fields, a playground, tennis or basketball courts, shelters, and restroom facilities. The list of recreational facilities shall be determined at the preliminary plan of subdivision and specific design plan stage.
  9. The submission package of the comprehensive design plan shall contain a signed natural resources inventory (NRI) plan. The signed NRI plan shall be used by the designers to prepare a site layout that minimizes impacts to the regulated areas of the site.



10. A geotechnical study that identifies the location and elevation of the Marlboro clay layer throughout the site shall be submitted as part of the comprehensive design plan application.
11. A protocol for surveying the locations of all rare, threatened, and endangered species within the subject property shall be obtained from the Maryland Department of Natural Resources, prior to acceptance of the comprehensive design plan, and this protocol shall be part of the submittal package. The completed surveys and required reports shall be submitted as part of any application for preliminary plans.
12. Prior to acceptance of the preliminary plan of subdivision, a revised natural resources inventory plan shall be submitted and approved.
13. At the time of comprehensive design plan review, specific acreage of parkland dedications shall be determined. This area may include a 1.7± acre parcel of land which was not previously committed for parkland dedication. The conditions of conveyance shall be determined by appropriate staff of the Maryland-National Capital Park and Planning Commission.
14. At the time of comprehensive design plan, the applicant shall address its plan to grade a 10-acre developable portion of the dedicated parkland (including a 1.7± acre parcel of land from the Willowbrook project area which was not previously committed for parkland dedication) on the western side of the property, east of the Pennsylvania Railroad right-of-way to accommodate ball fields and a parking lot.
15. The applicant and the applicant's heirs, successors, and/or assignees shall construct a minimum 10-foot-wide master plan shared-use path along the subject site frontage of Leeland Road, consistent with AASHTO standards, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.
16. The conceptual location of the Collington Branch Stream Valley Trail, its feeder trail connecting to the proposed employment uses, and the Leeland Road shared-use path shall be shown on the comprehensive design plan.
17. In the event the applicant elects to pursue an alternative access point(s) to the adjacent Collington Center via Pope's Creek Drive and/or Prince George's Boulevard, the transportation and environmental impacts of any additional access point(s) shall be evaluated at the time of comprehensive design plan or preliminary plan.
18. All of the intersections evaluated with this application will be subject to further analyses at the time of the comprehensive design plan phase of the subject development.
19. The applicant shall provide a network of pedestrian and bikeway facilities internal to the site. The exact location and design of said facilities shall be evaluated with future applications.
20. The applicant shall provide a 10-foot-wide master plan trail along the Collington Branch Stream. The design of the master plan trail will be evaluated with future applications.

21. The applicant and the applicant's heirs, successors, and/or assignees shall construct a minimum 10-foot-wide master plan shared-use path along the subject site frontage of Leeland Road, consistent with AASHTO standards, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.

Comprehensive Design Plan Considerations:

1. The natural aesthetic qualities of the site and all regulated environmental features shall be preserved to the fullest extent possible and shall seek to minimize any impacts to said features.
2. All proposed internal streets and developments should follow complete streets principles and support multimodal transportation, as well as facilities to encourage walking, bicycling, and transit use such as short- and long-term bicycle parking, including shower facilities and changing facilities, covered transit stops, crosswalks, etc.

# NATIONAL CAPITAL BUSINESS PARK

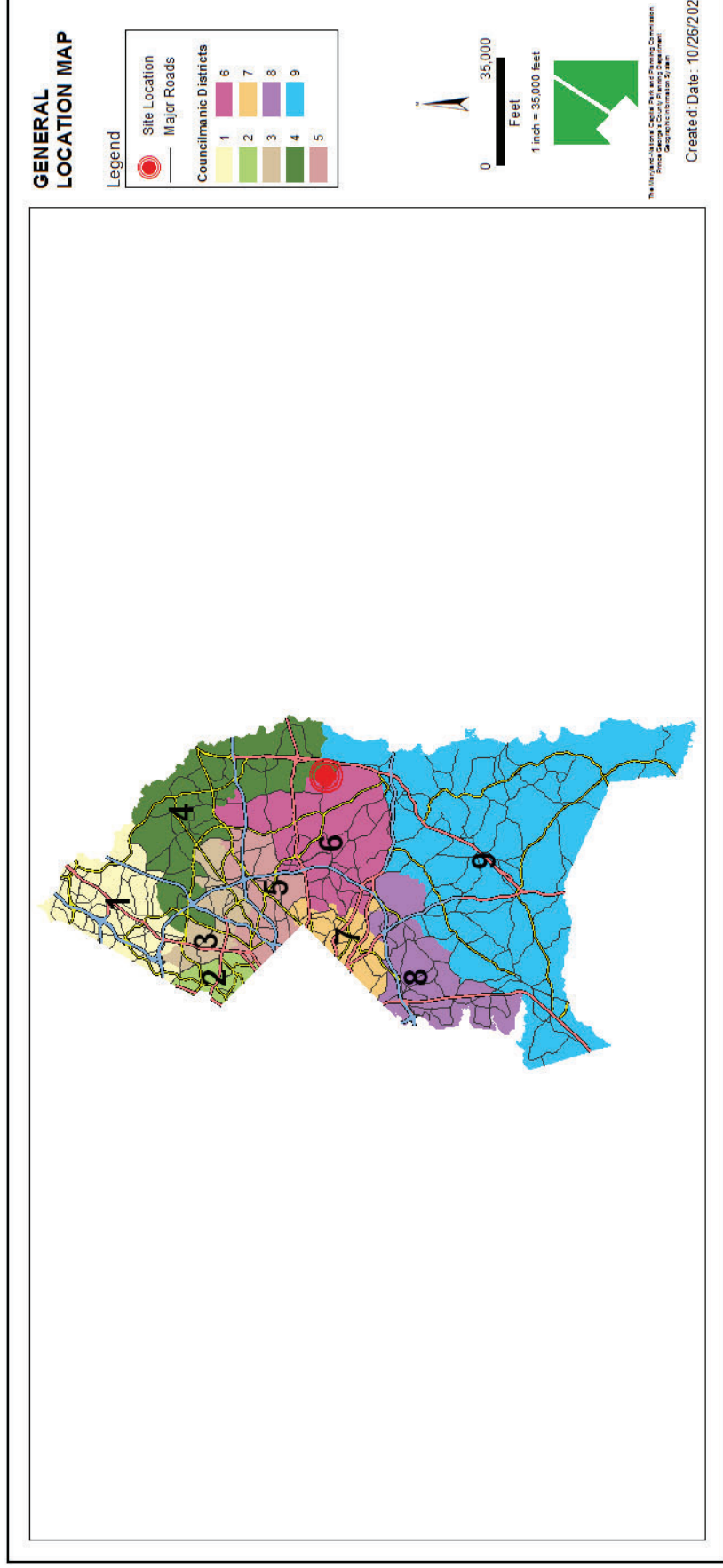
Zoning Map Amendment

Staff Recommendation: APPROVAL with conditions

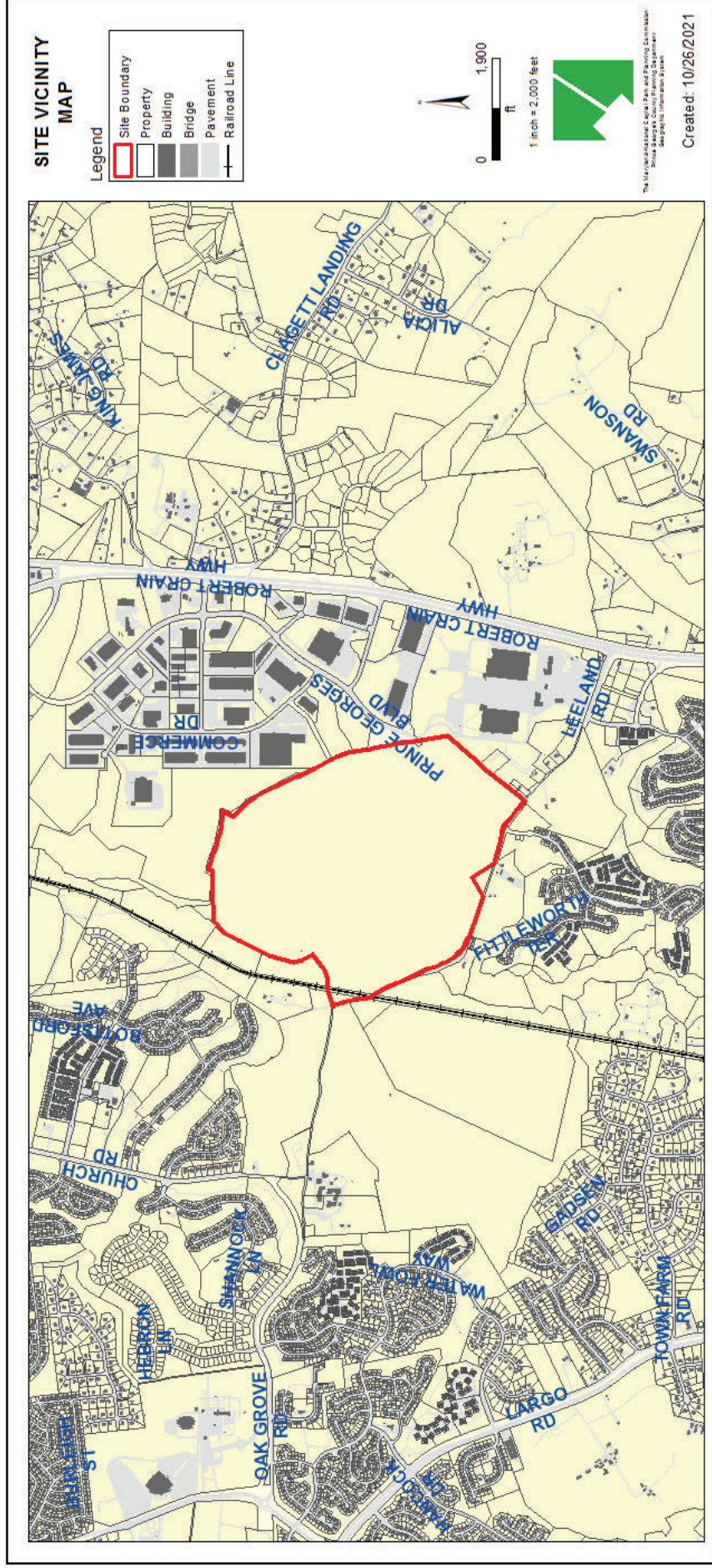


# GENERAL LOCATION MAP

Council District: 04  
Planning Area: 74A



# SITE VICINITY MAP

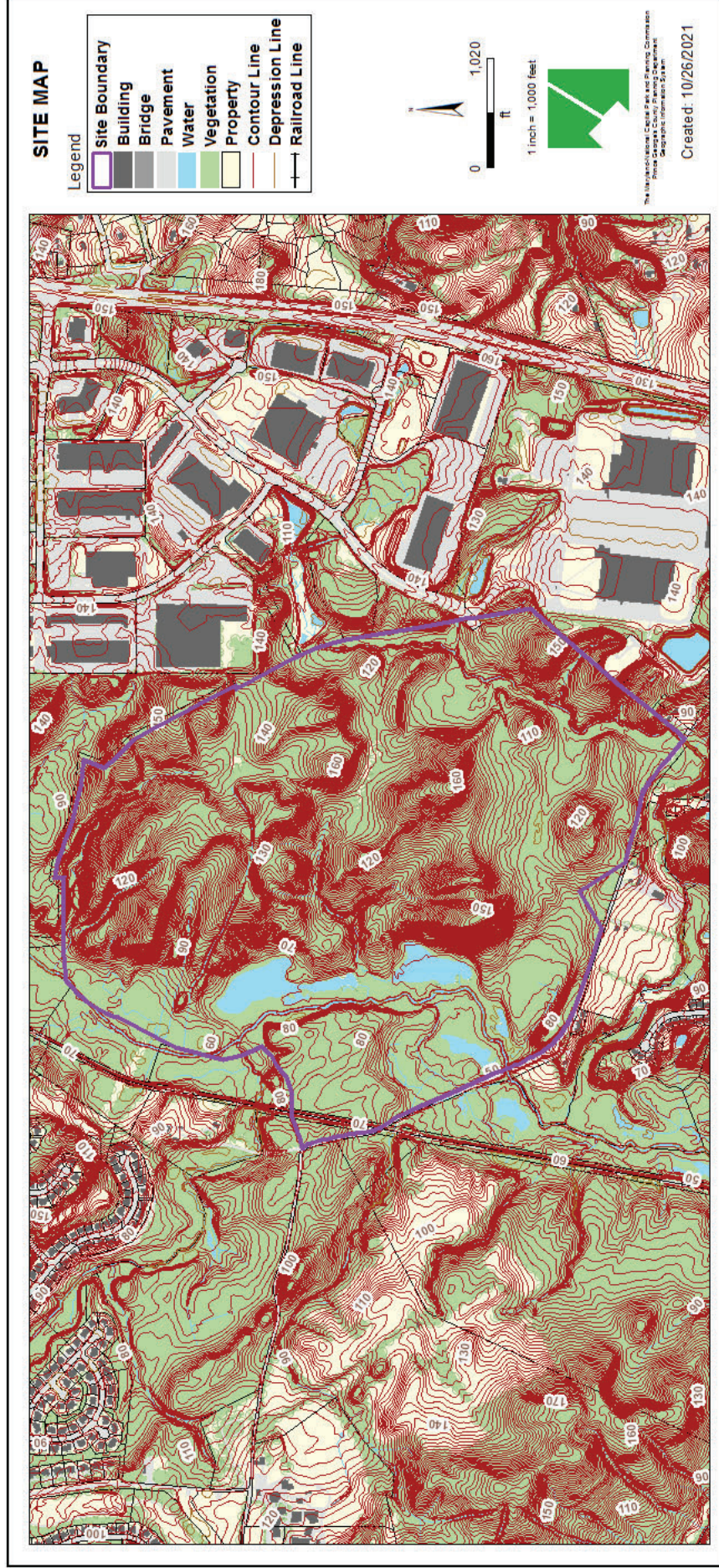




# AERIAL MAP

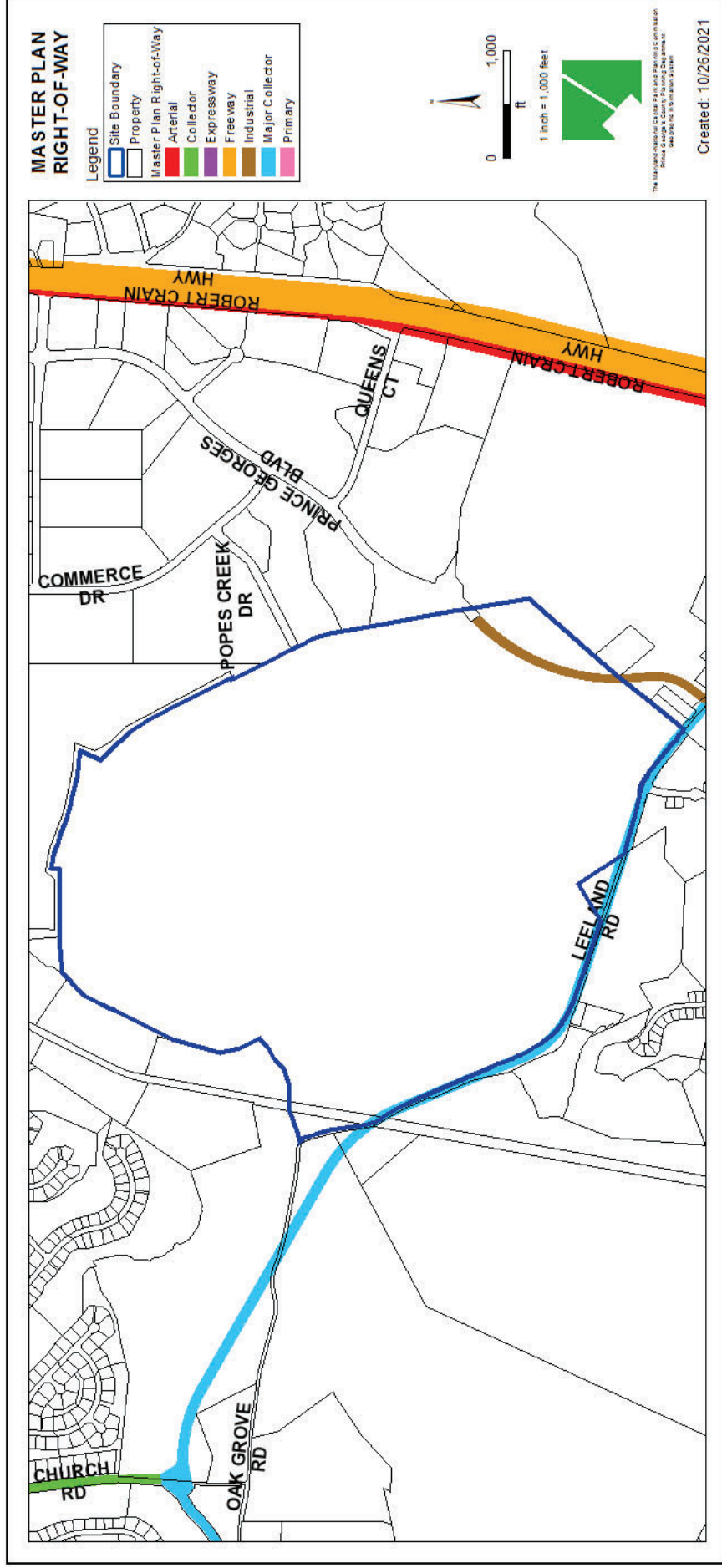


# SITE MAP





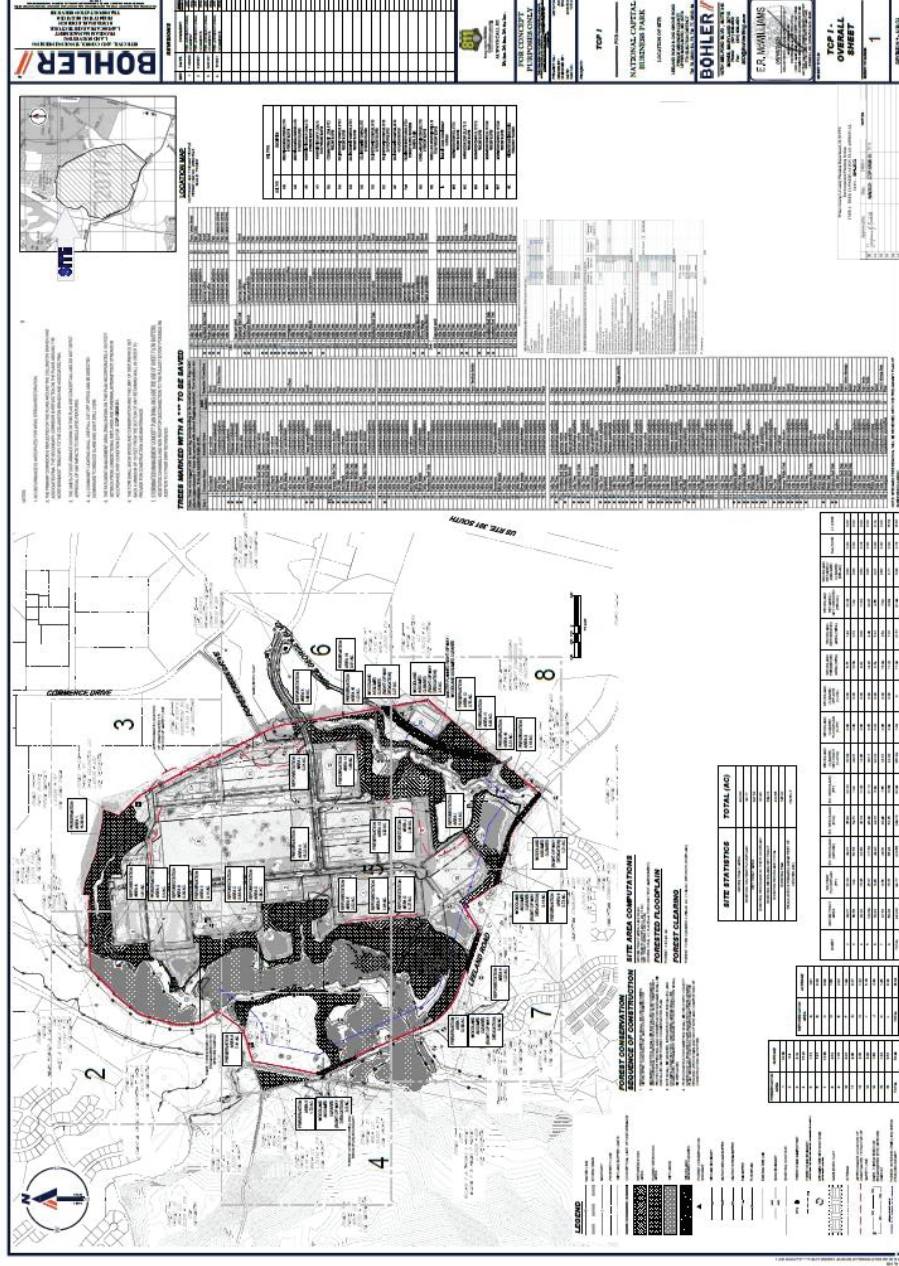
# MASTER PLAN RIGHT-OF-WAY MAP







# OVERALL TYPE I TREE CONSERVATION PLAN



## STAFF RECOMMENDATION

### **APPROVAL** with conditions

- Previous conditions remain
- New transportation conditions

### **[Major/Minor] Issues:**

- Further transportation analysis needed from outside agencies prior to CDP & PPS approval.

### **Applicant Community Engagement:**

- Mailings not required per 27-197(c)

## Statement of Justification

# National Capital Business Park

## Basic Plan Amendment No. A-9968-03

## *Applicant and Consultants*

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## **Table of Contents**

- I. *Introduction*
- II. *Description of Subject Property*
  - A. *Site Description*
  - B. *Neighborhood and Surrounding Uses*
  - C. *Site Approval History*
- III. *Purpose of Request*
- IV. *Proposed Development Concept*
- V. *Compliance with Zoning Ordinance of Prince George’s County*
  - A. *Section 27-197(c) (Amendment of Approved Basic Plan)*
  - B. *Section 27-195(b) (Criteria for Approval)*
  - C. *Section 27-511 (Purposes of R-S Zone)*
  - D. *Compliance with 27-515(b) (Uses Permitted) & CB-22-2020*
- VI. *Compliance with Existing Basic Plan A-9968-02 Conditions*
- VII. *Compliance with E-I-A Zone Uses and Regulations*
- VIII. *Conclusion*

### ***List of Illustrations***

- 1. *Approved Basic Plan A-9968-02*
- 2. *Amended Basic Plan (Proposed A-9968-03)*
- 3. *Zoning Map*
- 4. *Soils Map*
- 5. *Environmental Constraints Exhibit*

### ***Appendices***

- A. *Traffic Impact Analysis*
- B. *Zoning Sketch Map*



## ***I. INTRODUCTION***

The purpose of this application is to amend the existing Basic Plan (A-9968-02-C) for the project known as the National Capital Business Park (the “NCBP”). A-9968-02-C was approved by the Prince George’s County District Council on April 12, 2021, (Zoning Ordinance 2-2021). The NCBP has already received basic plan approval to develop a modern logistics/employment park to be located on land adjacent to the existing Collington Center. The primary purpose of this basic plan amendment is to amend the maximum employment and institutional uses approved in A-9968-02-C from 3.5 million square feet to 5.5 million square feet (a net increase of a maximum of 2 million square feet). To accommodate the potential for this additional square footage, the Applicant reserves the ability to request modifications to the conceptual roadway alignments shown on the amended basic plan (subject to approval as part of a future entitlement application(s)). The types of uses proposed for the site will not change from the those approved in A-9968-02-C, and will include warehouse/distribution, office, light industrial/manufacturing, and/or institutional uses. NCBP Property, LLC is the applicant for this project. (the “Applicant”).

This statement of justification presents the supporting rationale and documentation necessary for the review and evaluation of the basic plan amendment application, A-9968-03. Through the submission of this basic plan amendment application, the Applicant requests a change to the approved land use quantities to include a maximum of up to 5.5 million square feet of warehouse/distribution, office, light industrial/manufacturing, and/or institutional uses. Despite the potential building square footage increase, this basic plan amendment does not propose any increase in the developable land area previously approved in A-9968-02-C. The proposed amendment is being filed in accordance with the provisions of Prince George’s County Zoning Ordinance (the “Zoning Ordinance”).

## ***II. DESCRIPTION OF SUBJECT PROPERTY***

### **A. Site Description**

The subject of this basic plan amendment application is a 442± acre site, and is situated on an undeveloped property located north of Leeland Road and west of US 301. This property is conveniently located near major transportation routes and is located in the Growth Tier Boundary as designated by the 2014 General Plan, and is zoned R-S (Residential Suburban). NCBP is partially bounded on the west by the Popes Creek Branch CSX Railroad tracks, vacant M-NCPPC park land to the north,

Collington Center to the northeast, Leeland Road to the south, and the proposed Target Distribution Center to the southeast, (formerly the Safeway Distribution Center). To the east and west are streams and their associated tributaries.

## **B. Neighborhood and Surrounding Uses**

The neighborhood surrounding the NCBP is inclusive of natural and man-made impediments which form its boundaries. To the north is Central Avenue (MD 214), to the east is Crain Highway (US 301), to the west is Church Road, and to the south is Leeland Road.

West of the site is the Collington Branch Stream Valley which is approximately 100' wide at its narrowest, and provides a natural buffer between the subject Property and the neighboring development. Further beyond Collington Center is the mixed-use South Lake development, which is near the intersection of Central Avenue and US 301, and comprises uses such as office, retail, multifamily apartments and condominiums, senior units, townhomes, and single-family detached units. Also, along the western boundary of the property is the Popes Creek Branch CSX Railroad tracks. The Oak Creek residential development is northwest of the intersection of Oak Grove Road and Church Road. East of the site, there is a stream valley, as well as an additional parcel that buffers the NCBP development from the proposed Target Distribution Center, (formerly the Safeway Distribution Center). Southeast of the NCBP, and west of US 301, is the Beech Tree residential development. North of the NCBP are the developed subdivisions of Collington and The Hamptons in the R-R (Rural Residential) Zone. Finally, to the south, is the proposed Locust Hill development.

## **C. Site Approval History**

**July 28, 2005** - Basic Plan Zoning Map Amendment A-9968 approved via Prince George's County Planning Board Resolution 05-178

**November 29, 2005** - Basic Plan Zoning Map Amendment A-9968 approved via Prince George's County District Council Resolution CR-90-2005 (DR-2), rezoning the subject property from the E-I-A Zone to R-S Zone

**December 13, 2005** - Natural Resources Inventory Plan NRI-098-05 approved by the Environmental Planning Section

**December 19, 2006** - Natural Resources Inventory Plan NRI-098-05-01 approved by the Environmental Planning Section

**January 11, 2007** - Natural Resources Inventory Plan NRI-098-05-02 approved by the Environmental Planning Section

**February 8, 2007** - Preliminary Plan of Subdivision 4-06066 and Type 1 Tree Conservation Plan TCP1-010-06-01 approved via Prince George's County Planning Board Resolution 07-43

**January 4, 2007** - Comprehensive Design Plan CDP-0505 approved by the Prince George's County Planning Board via Planning Board Resolution 06-273

**April 9, 2007** – The Prince George's County District Council affirms the Planning Board's decision for Comprehensive Design Plan CDP-0505

**May 16, 2007** - Stormwater Management Concept Plan 45944-2015 approved by the Department of Permitting, Inspection and Enforcement

**December 12, 2014** - Type 1 Tree Conservation Plan TCP1-010-06 certified by the Environmental Planning Section

**September 8, 2016** - Stormwater Management Concept Plan 15988-2016 approved by the Department of Permitting, Inspection and Enforcement

**March 30, 2017** - Specific Design Plan SDP-1603 and Type 2 Tree Conservation Plan TCP2-028-2016 approved for Phase 1, Willowbrook via Prince George's County Planning Board Resolution 17-44

**April 24, 2017** - The Prince George's County District Council elects not to review Specific Design Plan SDP-1603 rendering the Planning Board's decision as final

**February 15, 2018** – Reconsideration Request for Preliminary Plan of Subdivision 4-06066 approved via Prince George's County Planning Board Resolution 07-43(A)

**September 20, 2018** - Basic Plan Amendment A-9968-01 approved by the Planning Board via Prince George's County Planning Board Resolution 18-92

**April 2, 2019** - Basic Plan Amendment A-9968-01 approved by the Zoning Hearing Examiner

**May 13, 2019** - Basic Plan Amendment A-9968-01 approved by the Prince George's County District Council via Zoning Ordinance No. 5-2019

**May 17, 2019** - Type 2 Tree Conservation Plan TCP2-028-2016 is certified by the Environmental Planning Section

**May 31, 2019** - Specific Design Plan SDP-1603 is certified by the Urban Design Section

October 26, 2021

# National Capital Business Park

Basic Plan Amendment No. A-9968-03

**October 8, 2019** - Basic Plan Amendment A-9968-01 is certified by the Zoning Hearing Examiner

**February 9, 2020** - Natural Resources Inventory Plan NRI-098-05-03 is approved by the Environmental Planning Section

**January 20, 2021** - Waiver Letter WMR-57-2020 is issued by M-NCPPC's Special Projects Section for Mandatory Referral Application MR-2043A (for the extension of Queens Court and a monument sign on County-owned property)

**January 25, 2021** - Specific Design Plan SDP-1603-01(for infrastructure only) is submitted to August 3M-NCPPC for pre-acceptance review

**March 3, 2021** - Natural Resources Inventory Plan NRI-098-05-04 approved by the Environmental Planning Section

**April 12, 2021** - Basic Plan Amendment A-9968-02 approved by the Prince George's County District Council via Zoning Ordinance No. 2-2021

**April 29, 2021** - Comprehensive Design Plan CDP-0505-01 & Type 1 Tree Conservation Plan TCP1-004-2021 approved by the Prince George's County Planning Board via Planning Board Resolution 2021-50

**June 4, 2021** - The Prince George's County District Council waives right to review the Planning Board's decision for Comprehensive Design Plan CDP-0505-01

**June 11, 2021** - Comprehensive Design Plan CDP-0505-01, Type 1 Tree Conservation Plan TCP1-004-2021, & Approved CDP Design Guidelines Certified by M-NCPPC Staff

**June 16, 2021** - Preliminary Plan of Subdivision 4-20032 & Type 1 Tree Conservation Plan TCP1-004-2021-01 is formally accepted by M-NCPPC and is currently pending

**June 22, 2021** - Basic Plan Amendment A-9968-02 is certified by the Zoning Hearing Examiner

**June 22, 2021** - Forest Harvest Operation & Erosion and Sediment Control Plan No. FH-145-21 is approved by the Soil Conservation District

**July 2, 2021** - Haul Road/Timber Transport Permit No. 21506-2021-00 is issued by DPIE

**August 3, 2021** - Rough Grading Permit No. 29083-2021-G is submitted to M-NCPPC and is currently pending

**August 12, 2021** - Type 2 Tree Conservation Plan TCP2-026-2021 is submitted to the Environmental Planning Section and is currently pending

### ***III. PURPOSES OF REQUEST***

The main purposes of this amendment to the existing Basic Plan (A-9968-02) are as follows:

1. To revise the approved Land Use Quantities to include a maximum of up to 5.5 million square feet of warehouse/distribution, office, light industrial/manufacturing, and/or institutional uses.
2. To revise certain conditions and/or considerations approved in Basic Plan A-9968-02 (See Section VI herein).
3. To demonstrate compliance with the required criteria for Zoning Map Amendments in Section 27-195(b)(1)(A)(iii) of the Zoning Ordinance for regulations applicable to land zoned R-S and developed with uses permitted in the E-I-A Zone as authorized pursuant to Section 27-515(b) of the County Code.

### ***IV. PROPOSED DEVELOPMENT CONCEPT***

The NCBP project continues to represent a well thought out employment and institutional development that is organized into distinct development pockets. Upon approval of this application, the land use quantities will allow a maximum of up to 5.5 million square feet of warehouse/distribution, office, light industrial/manufacturing, and/or institutional uses. Despite the potential building square footage increase, this basic plan amendment does not propose any increase in the developable land area previously approved in A-9968-02-C. The building blocks of the NCBP are identical to those approved in A-9968-02-C and include interconnecting and continuous streets and complimentary employment and institutional building types. Notwithstanding, the Applicant reserves the ability to request modifications to the conceptual roadway alignments shown on the amended basic plan to accommodate the potential for additional square footage (subject to approval as part of a future entitlement application(s)). This basic plan amendment will maintain the same significant green network approved in A-9968-02-C. This includes utilization of the adjacent stream valley to define the edges of the proposed/unchanged development areas. The project has been designed to be a compact development

that will minimize impacts to sensitive environmental features and preserve priority woodland and land area along the stream valley corridor and other sensitive environmental areas.

The project is organized in a manner that allows for buildings to be clustered along the eastern portion of the property while minimizing impacts to sensitive environmental features in the overall site. Specifically, the project is identified to be developed with warehouse/distribution, office, light industrial/manufacturing, and/or institutional type uses similar to abutting Collington Center. The project also continues to show a potential 20-acre public park along the west side of the stream valley and north side of Leeland Road that will have direct vehicular access to Leeland Road. The exact configurations of the parcels will be determined as part of a future Comprehensive Design Plan amendment application and a future preliminary plan of subdivision.

Vehicular access to the National Capital Business Park will be provided via an extension of existing Queens Court within Collington Center. The Applicant has worked closely with Department of Permitting, Inspections and Enforcement (DPIE) and the County's Office of Central Services (OCS) to obtain the needed access easement through the abutting county-owned property to the east that will accommodate the extension of Queen's Court. On January 20, 2021, Waiver Letter, WMR-57-2020, was issued by M-NCPPC's Special Projects Section for Mandatory Referral Application, MR-2043A, for the extension of Queens Court and a monument sign on County-owned property. The Applicant has also been in communications with the State Highway Administration (SHA) concerning the proposed median break and signalization of the US Route 301 and Queens Court intersection. The signalization of this intersection is included in the County's 6-year Capital Improvement Project window and will allow the trips from this project to be safely and efficiently distributed through Collington Center and out to US Route 301 through both Queens Court and (to a lesser extent) Trade Zone Avenue. The amended basic plan shows the potential for an additional access to either Pope's Creek Drive or Prince George's Boulevard within the existing Collington Center. Any such secondary access will have all relevant environmental and/or transportation facility impacts reviewed at comprehensive design plan or preliminary plan.

The submitted basic plan amendment shows the portions of the master planned alignment of Prince George's Boulevard that runs through the subject Property. While only a portion of this roadway exists on the subject property, (the balance of which is shown on the Target Distribution Center property to the southeast), the Applicant does not intend to construct the unbuilt portions of this roadway due to the significant environmental impacts that would result from its construction. Significant environmental impacts, included a stream crossing and other jurisdictional impacts, would be required to provide this connection to Leeland Road. It should be noted that DPIE has approved a County Road Code waiver to construct any portions of future I-300/Prince George's Boulevard beyond the cul-de-sac shown on this Basic Plan. Notwithstanding, the Applicant will dedicate all portions of future I-300/Prince George's Boulevard within the NCBP.

**V. COMPLIANCE WITH THE PRINCE GEORGE'S COUNTY ZONING ORDINANCE**

Section 27-197(c) of the Zoning Ordinance sets forth the required procedures for amendment of an approved basic plan:

***Section 27-197: Amendment of Approved Basic Plan***

***(c) If an amendment of an approved Basic Plan does not involve a change in land area or an increase in land use density or intensity, is for the purpose of adding a Planned Environmental Preservation Community, or is for the purpose of allowing uses permitted in the E-I-A Zone on land in the R-S Zone pursuant to Section 27-515(b) of this Code, the Plan may be amended by the Council in accordance with the following procedures:***

- (1) The applicant shall file the request (in triplicate) with the Clerk of the Council. The petition shall be accompanied by a new reproducible copy of the proposed new Basic Plan (graphic only) or three (3) copies of the proposed new Basic Plan Text (as necessary depending on the amendment proposed). The Clerk's office shall advise the applicant (in writing) that the Technical Staff has found that the request is complete. If an amendment to an approved Basic Plan is proposed for the purpose of adding a Planned Environmental Preservation Community, the applicant must hold a meeting to solicit public comment on the Plan for the purpose of incorporating comments concerning use, design, and density, to the extent possible, into the Plan. The applicant shall send by certified mail notice of the date, time, place and subject matter of the meeting to all adjoining property owners, including owners whose properties lie directly across a street, alley, or stream, to all persons of record in the original application, and to every municipality located within one (1) mile of the applicant's property. Evidence that the applicant has complied with this requirement shall be provided prior to the acceptance of the applicant's petition by the Clerk of the Council.***
- (2) The Clerk of the Council shall refer copies of the request and accompanying documents to the Planning Board and to the People's Zoning Counsel. The Planning Board and the People's Zoning Counsel shall submit any comments which they have on the request to the Council, the Zoning Hearing Examiner, the petitioner, and all persons of record in the original Zoning Map Amendment application. The comments shall be***

*submitted not later than sixty (60) days after the date the Clerk refers the petition to them, unless such deadline is waived in writing by the applicant.*

- (3) Within one hundred twenty (120) days after referral of the petition to the Planning Board and People's Zoning Counsel, the Zoning Hearing Examiner shall conduct a public hearing on the petition. The hearing shall be held in accordance with Section 27-129. The hearing shall not be held until after the sixty (60) day review period has expired, unless both the Planning Board and People's Zoning Counsel have submitted their comments.*
- (4) Within thirty (30) days from the close of the hearing record, the Zoning Hearing Examiner shall file a written recommendation with the District Council, unless such deadline is waived in writing by the applicant.*
- (5) Any person of record may appeal the recommendation of the Zoning Hearing Examiner within fifteen (15) days of the filing of the Zoning Hearing Examiner's recommendation with the District Council. If appealed, all persons of record may testify before the District Council.*
- (6) Persons arguing shall adhere to the District Council's Rules of Procedure, and argument shall be limited to thirty (30) minutes for each side, and to the record of the hearing.*
- (7) In approving the petition, the District Council shall find that the requirements of Section 27-195(b) have been met. If the Council does not act within forty-five (45) days of the filing of the written recommendation, the petition shall be considered to have been denied. (Emphasis added).*

**COMMENT:** This amendment to the approved basic plan is for the purpose of changing the approved land use quantities approved in A-9968-02 to include a maximum of up to 5.5 million square feet of warehouse/distribution, office, light industrial/manufacturing, and/or institutional uses within the NCBP. In reviewing the subject basic plan amendment, the District Council, Clerk of the Council, Planning Board, People's Zoning Counsel and the Zoning Hearing Examiner will follow the above procedures provided in Section 27-197(c) of the Zoning Ordinance.

Section 27-195(b) provides the required criteria for approval of a basic plan as follows:

***Section 27-195: Map Amendment approval.***

***(b) Criteria for approval***



**(1) Prior to approval of the application and Basic Plan, the applicant shall demonstrate, to the satisfaction of the District Council, that the entire development meets the following criteria:**

**(A) The proposed Basic Plan shall either conform to:**

- i. The specific recommendations of a General Plan map...or Area Master Plan map; or the principles and guidelines of the plan text which address the design and physical development of the property, the public facilities necessary to serve the development, and the impact which the development may have on the environment and surrounding properties; or**
- (ii) The principles and guidelines described in the Plan (including the text) with respect to land use, the number of dwelling units, intensity of nonresidential buildings, and the location of land uses; or**
- (iii) The regulations applicable to land zoned R-S and developed with uses permitted in the E-I-A Zone as authorized pursuant to Section 27-515(b) of this Code. (Emphasis added).**

**COMMENT:** The subject property is in conformance with Section 27-195(b)(1)(A)(iii) above as it is subject to the regulations applicable to land zoned R-S and will be developed with uses permitted in the E-I-A Zone as authorized pursuant to Section 27-515(b) of the Zoning Ordinance and Council Bill, CB-22-2020 (DR-2).

Approximately 15 acres of the overall NCBP Property is in the I-1 Zone and is not subject to this basic plan. The I-1 Zoned portion of the Property is located along the southeast portion of the site between the adjacent Target Distribution Center (northwest quadrant of US 301/Leeland Road) and the R-S zoned portion of the NCBP.

Preliminary Plan of Subdivision (PPS) 4-20032 was approved for the NCBP by the Prince George's County Planning Board on September 9, 2021 (resolution pending as of the date of this statement of justification). A new PPS will be submitted in the future for the warehouse/distribution, office, light industrial/manufacturing, and/or institutional uses proposed with the subject basic plan amendment in order to demonstrate conformance with all adequate public facilities requirements contained in Subtitle 24 of the Prince George's County Code. Further, the Applicant has included a traffic impact analysis study (see Appendix A) as part of this statement of justification that clearly demonstrates that all transportation facilities, either existing or and/or proposed to be constructed by the Applicant, will be adequate to carry the anticipated traffic generated by a maximum of 5.5 million square feet of employment uses. The future PPS and revision to prior approved CDP-0505-01 will provide more in-depth data concerning adequacy of public facilities.

- (B) *An economic analysis submitted for a proposed retail commercial area adequately justifies an area of the size and scope shown on the Basic Plan.*

**COMMENT:** The instant application does not contain a proposal for retail commercial development. Therefore, an economic analysis is not required for this Application.

- (C) *Transportation facilities (including streets and public transit (i) which are existing, (ii) which are under construction, or (iii) for which one hundred percent (100%) of the construction funds are allocated within the County Capital Improvement Program, within the current State Consolidated Transportation Program, or will be provided by the applicant, will be adequate to carry the anticipated traffic generated by the development based on the maximum proposed density. The uses proposed will not generate traffic which would lower the level of service anticipated by the land use and circulation systems shown on the approved General or Area Master Plans, or urban renewal plans;*

**COMMENT:** The Applicant has included a traffic impact study (see Appendix A) as part of this statement of justification. This traffic impact study clearly demonstrates that all transportation facilities, either existing or and/or proposed to be constructed by the Applicant, will be adequate to carry the anticipated traffic generated by the proposed development.

- (D) *Other existing or planned private or public facilities which are existing, under construction, or for which construction funds are contained in the first six (6) years of the adopted County Capital Improvement Program (such as schools, recreation areas, water and sewerage systems, libraries, and fire stations) will be adequate for the uses proposed;*

**COMMENT:** The public facilities which are either existing, under construction or fully-funded within the County's Capital Improvement Program ("CIP"), will be adequate for the warehouse/distribution, office, light industrial/manufacturing, and/or institutional uses proposed in this application. It should be noted that the County's CIP provides full funding (within its 6-year funding window) for intersections along US 301 (including the signalization of the Queens Court intersection). The proposed development is within the service area for Police District II - Bowie. This police facility will adequately serve the uses proposed in this application.

- (E) *Environmental relationships reflect compatibility between the proposed general land use types, or if identified, the specific land use types, and surrounding land uses, so as to promote the health, safety, and welfare of the present and future inhabitants of the Regional District.*

**COMMENT:** The Applicant proposes to use the site's existing natural contours, woodlands, and other natural features to shape the development envelopes while minimizing impacts to floodplains, wetlands,

and other sensitive areas. These same limits of disturbance were identified and approved as part of A-9968-02-C and will be largely adhered to as part of this basic plan amendment.

*(2) Notwithstanding subparagraphs (C) and (D), above, where the application anticipates a construction schedule of more than six (6) years (Section 27-179), public facilities (existing or scheduled for construction within the first six (6) years) will be adequate to serve the development proposed to occur within the first six (6) years. The Council shall also find that public facilities probably will be adequately supplied for the remainder of the project. In considering the probability of future public facilities construction, the Council may consider such things as existing plans for construction, budgetary constraints on providing public facilities, the public interest and public need for the particular development, the relationship of the development to public transportation, or any other matter that indicates that public or private funds will likely be expended for the necessary facilities.*

**COMMENT:** The Applicant anticipates the construction schedule for this project to not be more than six (6) years.

This section demonstrates how the instant Basic Plan application conforms and supports the purposes of the R-S Zone as follows:

***Section 27-511: Purposes of R-S Zone***

***(a) The purposes of the R-S Zone are to:***

***(1) Establish (in the public interest) a plan implementation zone, in which (among other things):***

***(A) Permissible residential density is dependent upon providing public benefit features and related density increment factors; and***

***(B) The location of the Zone must be in accordance with the adopted and approved General Plan, Master Plan, Sector Plan, public urban renewal plan, or Sectional Map Amendment Zoning Change;***

***(C) Applicable regulations are satisfied for uses authorized pursuant to Section 27-515(b) of this Code. (Emphasis added).***

**COMMENT:** The instant application satisfies all of the applicable regulations for the proposed uses are set forth in Section 27-515(b) of this Code as follows:

USE	ZONE								
	M-A-C	L-A-C	E-I-A	R-U	R-M	R-S	R-L	V-L	V-M
Where not otherwise specifically permitted, any use allowed in the E-I-A Zone (excluding those permitted by Special Exception) (CB-22-2020)	X	X	X	X	X	P 38	X	X	X

38	Notwithstanding any other provision of this Subtitle, any use allowed in the E-I-A Zone (excluding those permitted by Special Exception) is permitted, provided:
	(a) The use is located on a parcel, a portion of a parcel, or an assemblage of adjacent land that:
	(i) was rezoned from the E-I-A and R-A Zones to the I-1 and R-S Zones by a Sectional Map Amendment approved after January 1, 2006;
	(ii) contains at least 400 acres and adjoins a railroad right-of-way; and
	(iii) is adjacent to an existing employment park developed pursuant to the E-I-A Zone requirements.
	(b) Regulations regarding green area set forth in Section 27-501(a)(2) shall not apply. The minimum green area (of net lot area) shall be 10%. All other regulations in the E-I-A Zone shall apply to uses developed pursuant to this Section.
	(c) Regulations in the R-S Zone shall not apply to uses developed pursuant to this Section.
	(d) Additional requirements for uses developed pursuant to this footnote shall include the following:
	(i) Street connectivity shall be through an adjacent employment park; and
	(ii) A public park of at least 20 acres shall be provided.
	(CB-22-2020)

This project meets the specific requirements provided in Footnote 38 above as follows:

**38 - Notwithstanding any other provision of this Subtitle, any use allowed in the E-I-A Zone (excluding those permitted by Special Exception) is permitted, provided:**

- (a) The use is located on a parcel, a portion of a parcel, or an assemblage of adjacent land that:**
  - (i) was rezoned from the E-I-A and R-A Zones to the I-1 and R-S Zones by a Sectional Map Amendment approved after January 1, 2006;**
  - (ii) contains at least 400 acres and adjoins a railroad right-of-way; and**
  - (iii) is adjacent to an existing employment park developed pursuant to the E-I-A Zone requirements.**

**COMMENT:** The subject site was rezoned from the E-I-A Zone and R-A Zones to the R-S and I-1 Zones as part of the 2006 *Bowie and Vicinity Master Plan and Sectional Map Amendment* approved on or about February 7, 2006 (See SMA Change 7A, 7B, and 7C). As mentioned herein, the NCBP site contains 442 ± acres, adjoins a CSX railroad right-of-way to the west, and is immediately adjacent to existing Collington Center (zoned and developed pursuant to the E-I-A Zone).

- (b) ***Regulations regarding green area set forth in Section 27-501(a)2 shall not apply. The minimum green area (of net lot area) shall be 10%. All other regulations in the E-I-A Zone shall apply to uses developed pursuant to this Section.***

**COMMENT:** The Applicant concurs with this requirement, and all future development within the NCBP will reflect a minimum of 10% green area (of net lot area). Further, all other E-I-A Zone regulations will apply to future development at the NCBP.

- (c) ***Regulations in the R-S Zone shall not apply to uses developed pursuant to this Section.***

**COMMENT:** The Applicant agrees with this requirement, and the R-S Zone regulations will not apply to this project.

- (d) ***Additional requirements for uses developed pursuant to this footnote shall include the following:***

- (i) ***Street connectivity shall be through an adjacent employment park; and***

**COMMENT:** The Applicant's basic plan amendment reflects that access to and from the NCBP will be from future Queens Court (extended). Said roadway will form part of the street network connecting the existing Collington Center with the NCBP. Further, this application reflects the potential for a secondary access to be provided at either Pope's Creek Drive or Prince George's Boulevard. Both of these potential secondary access points are extensions of the road system within the existing Collington Center.

- (ii) ***A public park of at least 20 acres shall be provided.***

**COMMENT:** The Applicant's basic plan amendment reflects the provision of a 20-acre park. The location of this park area was approved as part of A-9968-02-C. The Department of Parks and Recreation (DPR) is working with the Applicant to develop a revised concept/program for this park based on the recreational needs of the local community.

***Section 27-511: Purposes of R-S Zone (continued):***

- (2) ***Establish regulations through which adopted and approved public plans and policies (such as the General Plan, Master Plans, Sector Plans, public urban renewal plans, or Sectional***

*Map Amendment Zoning Changes) can serve as the criteria for judging individual development proposals;*

**COMMENT:** As mentioned above, the property’s current zoning is R-S. The property was placed in the R-S Zone as part of the *2006 Bowie & Vicinity Master Plan and Sectional Map Amendment* (the “2006 Master Plan”). Prior to the R-S Zone approval, the entire R-S portion of the property was zoned E-I-A (Employment and Institutional Area). The E-I-A Zone is intended for a concentration of non-retail employment and institutional uses such as medical, manufacturing, office, religious, educational, and warehousing. The property was previously placed in the E-I-A Zone as part of the *1991 Bowie, Collington, Mitchellville & Vicinity Master Plan and Sectional Map Amendment* (the “1991 Master Plan”). The 1991 Master Plan text referred to this land area as the “Willowbrook Business Center.” The Basic Plan for this previously planned center (A-9829) was approved as part of the 1991 Master Plan and allowed for an FAR between .3 and .38 for a total of 3,900,000- 5,000,000 square feet of “light manufacturing, warehouse/distribution, ancillary office and retail commercial” uses.

Notwithstanding the site’s history as being planned/zoned for employment uses in the past, the subject property is in conformance with Section 27-195(b)(1)(A)(iii), (Map Amendment Approval), as it is subject to the regulations applicable to land zoned R-S, and will be developed with uses permitted in the E-I-A Zone as authorized pursuant to Section 27-515(b) of the Zoning Ordinance and Council Bill, CB-22-2020.

*(3) Assure the compatibility of proposed land uses with existing and proposed surrounding land uses, and existing and proposed public facilities and services, so as to promote the health, safety, and welfare of the present and future inhabitants of the Regional District;*

**COMMENT:** The property is undeveloped. The site is surrounded by undeveloped land to the north that is part of the 890-acre, R-L-Zoned Oak Creek Development; to the east is Collington Center in the E-I-A Zone, to the south is Leeland Road, a designated scenic roadway, and beyond is vacant land, scattered detached single-family dwellings in the R-A Zone, and the existing Beech Tree subdivision located in the R-S Zone; and to the west is vacant land in the R-L Zone where the proposed Locust Hill development will be located..

The intent of the instant proposal is to utilize the flexibility of the comprehensive design zone to develop an employment park that provides uses in a manner which will retain the dominant employment and institutional character of the adjacent area and improve the overall quality of employment and institutional centers in Prince George's County in accordance with the purposes of the E-I-A Zone. The project will provide a significant tax base and employment opportunities (including the addition of over 3,000 well-paying jobs) for citizens of the county and will promote the health, safety, and welfare of present and future inhabitants of the regional district. Further, the required PPS process will ensure that adequate public facilities have been fully provided in accordance with the requirements of Subtitle-24. These public facilities include adequate transportation systems either existing or planned (or to be

provided by the Applicant). The property will also be served by public water and sewer facilities, as well as adequate police and fire facilities.

**(4) *Encourage amenities and public facilities to be provided in conjunction with residential development;***

**COMMENT:** The above criteria does not apply to the subject amendment because it does not include a residential component. Nonetheless, the public facilities which are either existing, under construction, or fully-funded within the County’s Capital Improvement Program (“CIP”) will be adequate to serve the warehouse/distribution, office, light industrial/manufacturing, and/or institutional uses proposed in this application. It should be noted that the County’s CIP provides full funding (within its 6-year funding window) for improvements to US 301, including a signal at the Queens Court/US 301 intersection. The proposed development is within the service area for Police District II - Bowie. This police facility will adequately serve the businesses within the NCBP. Finally, the NCBP will include the provision of a 20-acre +/- public park.

**(5) *Encourage and stimulate balanced land development; and***

**COMMENT:** The proposed basic plan will provide for balanced land development that will respect existing environmental conditions on the site, while creating employment area synergies with Collington Center immediately to the north of the property.

**(6) *Improve the overall quality and variety of residential environments in the Regional District;***

**COMMENT:** The primary purpose of this basic plan amendment is to amend the maximum employment and institutional uses approved in A-9968-02-C from 3.5 million square feet to 5.5 million square feet (a net increase of a maximum of 2 million square feet). As was found during the review/approval of A-9968-02-C, the proposed basic plan amendment will improve the quality of residential environments in nearby communities such as Beech Tree and Oak Creek by not placing additional burdens on certain public facilities. Specifically, the uses contemplated by the NCBP will not create vehicle trips that would directly access Leeland Road, (as opposed to the previously approved Willowbrook project which would send 100% of its vehicular trips to Leeland Road), nor will the NCBP generate any new students to be added the County’s public school system. Additionally, the NCBP will be designed to utilize the significant green areas on its perimeter to essentially screen the warehouse/distribution, office, light industrial/manufacturing, and/or institutional uses from surrounding communities such as Oak Creek and Beech Tree. Finally, the NCBP will provide a 20-acre community park that existing residential communities can conveniently utilize. In sum, all of the above items will enhance the residential environment for existing and planned residential uses within the immediate area.

**(7) *Encourage low-density residential development which provides for a variety of one-family dwelling types, including a large lot component, in a planned development;***

**COMMENT:** The primary purpose of this basic plan amendment is to amend the maximum employment and institutional uses approved in A-9968-02-C from 3.5 million square feet to 5.5 million square feet (a net increase of a maximum of 2 million square feet). As mentioned herein, the development of the site with such uses will be done in a way to integrate with the adjacent Colling Center. Since the NCBP will not be utilizing Leeland Road as a direct access point for any of its vehicular trips, the balance of the Leeland Road corridor will remain highly appropriate for low-density residential development. The future/planned Locust Hill residential project immediately to the south of the site, for example, will directly benefit from the aforementioned benefits of the NCBP.

***(8) Protect significant natural, cultural, historical, or environmental features and create substantial open space areas in concert with a unique living environment; and***

**COMMENT:** The development proposal for the NCBP in this application has been designed to protect and preserve sensitive environmental features within the property to the fullest extent practicable. Approximately 20 ± acres of developable land will be conveyed to M-NCPPC for active recreation purposes. Further, the applicant has agreed to convey approximately 113 ± acres of the Colington Stream Valley to M-NCPPC. Moreover, the project has been designed to locate future development in a way that would not negatively impact Leeland Road, a designated scenic roadway.

***(9) Protect view sheds and landscape/woodland buffers along the primary roadways and woodlands, open fields, and other natural amenities within the Zone.***

**COMMENT:** Master planned roadway MC-600 (Leeland Road) will require significant impacts to the primary management area, wetlands and potentially, rare, threatened and endangered species in order to construct within its current planned alignment. In an effort to protect viewsheds and landscape/woodland buffers along the roadway and minimize impacts to sensitive environmental features, the Applicant is evaluating appropriate frontage improvements for the construction of a two-lane roadway, subject to approval of DPIE and DPW&T. No direct vehicular access is proposed from the NCBP to Leeland Road. Thus, upon completion of this planned development, the Oak Grove Road/Leeland Road corridor will retain its character as a prominent scenic roadway in the County. It should also be noted that portions of the future Leeland/Oak Grove will be relocated pursuant to master plan requirements by the adjacent Locust Hill development. At the time of approval of these portions of the relocated roadway, it will be appropriate to discern what, if any, portion of the new roadway would need to be buffered by any scenic roadway easements. As mentioned previously, the site contains significant green areas surrounding the perimeter of the project that will remain substantially intact with this development. Said green area will serve to protect viewsheds to and from the site.

## **VI. COMPLIANCE WITH EXISTING BASIC PLAN CONDITIONS AND CONSIDERATIONS**



**Zoning Map Amendment (Basic Plan) A-9968-02-C:** Basic Plan A-9968-02-C was approved for the subject Property by the District Council on April 12, 2021, subject to 17 conditions and two comprehensive design considerations (Zoning Ordinance 2-2021). Details pertaining to how this application agrees with and/or modifies the previous Basic Plan conditions/considerations are as follows:

**1. Proposed Lane Use Types and Quantities**

<b>Total Area:</b>	<b>442.30 acres</b>
<b>Total in (I-1 Zone):</b>	<b>15+/- acres (not included in density calculation)</b>
<b>Total area (R-A Zone):</b>	<b>0.78+/- acres (not included in density calculation)</b>
<b>Total area (R-S Zone):</b>	<b>426.52 acres per approved NRI</b>
<b>Land in the 100-year floodplain:</b>	<b>92.49 acres</b>
<b>Adjusted gross area (426 less half of the floodplain):</b>	<b>380.27 acres</b>

**Proposed use: Warehouse/distribution, office, light industrial/manufacturing, and/or institutional uses up to 3.5 million square feet\***

**Open Space**

**Public active open space: 20 +/- acres**

**Passive open space: 215 +/- acres**

**\* 100,000 sq. ft. of gross floor area may be located in the I-1 Zone property noted above**

**COMMENT/REVISION:** The revised land use quantities are reflected below. Specifically, the instant basic plan amendment seeks to revise the maximum land use square footage to 5.5 million square feet as provided below:

**1. Proposed Lane Use Types and Quantities**

<b>Total Area:</b>	<b>442.30 acres</b>
<b>Total in (I-1 Zone):</b>	<b>15+/- acres (not included in density calculation)</b>
<b>Total area (R-A Zone):</b>	<b>0.78+/- acres (not included in density calculation)</b>
<b>Total area (R-S Zone):</b>	<b>426.52 acres per approved NRI</b>
<b>Land in the 100-year floodplain:</b>	<b>92.49 acres</b>
<b>Adjusted gross area (426 less half of the floodplain):</b>	<b>380.27 acres</b>

**Proposed use: Warehouse/distribution, office, light industrial/manufacturing, and/or institutional uses up to 5.5 million square feet\***

**Open Space**

Public active open space: 20 +/- acres

Passive open space: 215 +/- acres

\* 100,000 sq. ft. of gross floor area may be located in the I-1 Zone property noted above

2. *At the time of submission of a Comprehensive Design Plan or Preliminary Plan of Subdivision, the Applicant shall provide a traffic study that analyzes the following intersections:*

- a. *US 301/MD 725*
- b. *US 301/Village Drive*
- c. *US 301/Leeland Road*
- d. *US 301/Trade Zone Avenue*
- e. *US 301 SB/Wawa Crossover*
- f. *US 301 NB/Wawa Crossover*
- g. *US 301/Queens Court*
- h. *US 301/Median Crossover*
- i. *US 301/Beechtree Parkway/Swanson Road*
- j. *US 301/Chrysler Drive*
- k. *Prince George's Blvd./Trade Zone Avenue*
- l. *Prince George's Blvd./Commerce Drive*
- m. *Prince George's Blvd./Queens Court*

**COMMENT:** The Applicant agrees with this condition and will analyze the above referenced intersections as part of the Comprehensive Design Plan and Preliminary Plan.

3. *At the time of Preliminary Plan of Subdivision, the Applicant shall provide the dedication for one-half of the 100 feet of dedication required to build Leeland Road (MC-600) to its ultimate cross section, per the Prince George's County Department of Public Works and Transportation standards.*

**COMMENT:** The Applicant agrees with this condition and will reflect the requested dedication of Leeland Road at time of Preliminary Plan.

4. *At the time of Preliminary Plan of Subdivision, the Applicant shall dedicate 100+ acres of parkland to the Maryland-National Capital Park and Planning Commission, including the Collington Branch stream valley and 20 acres of developable land for active recreation, as shown on the Prince George's County Department of Parks and Recreation Exhibit A (Bates Stamped 62 of 63, Exhibit 28, A-9968-01).*

**COMMENT:** The Applicant agrees with this condition and will reflect the requested parkland dedication at time of Preliminary Plan.

- 5. The land to be conveyed to the Maryland-National Capital Park and Planning Commission shall be subject to the conditions of Exhibit B, attached to the June 21, 2005 memorandum from the Prince George's County Department of Parks and Recreation (Bates Stamped 63 of 63, Exhibit 28, A-9968-01).*

**COMMENT:** The Applicant agrees with this condition.

- 6. The Applicant, the Applicant's heirs, successors, and/or assigns shall construct a minimum 10-foot-wide Master Plan, hiker/biker trail located along the Collington Branch Stream Valley and a minimum 10-foot-wide feeder trail to the employment uses. The alignment and design details of both trails may be modified by the Prince George's County Department of Parks and Recreation, to respond to environmental constraints, with written correspondence.*

**COMMENT:** The Applicant agrees with this condition.

- 7. A revised Plan showing parkland dedication and master plan trial shall be reviewed and approved by the Prince George's County Department of Parks and Recreation staff at the time of Comprehensive Design Plan.*

**COMMENT:** The Applicant agrees with this condition.

- 8. The Applicant shall construct recreational facilities typical for a 20-acre community park, such as ball fields, a playground, tennis or basketball courts, shelters, and restroom facilities. The list of recreational facilities shall be determined at the preliminary plan of subdivision and specific design plan stage.*

**COMMENT:** The Applicant agrees with this condition and is working with DPR to determine/design an appropriate programmatic scheme for the future 20-acre park.

- 9. The submission package of the Comprehensive Design Plan shall contain a signed Natural Resources Inventory (NRI) plan. The signed NRI plan shall be used by the designers to prepare a site layout that minimizes impacts too the regulated areas of the site.*

**COMMENT:** The Applicant agrees with this condition.

- 10. A geotechnical study that identifies the location and elevation of the Marlboro clay layer throughout the site shall be submitted as part of the Comprehensive Design Plan Application.*

**COMMENT:** The Applicant agrees with this condition.

- 11. A protocol for surveying the locations of all rare, threatened, and endangered species within the subject property shall be obtained from the Maryland Department of Natural Resources, prior to acceptance of the Comprehensive Design Plan, and this protocol shall be part of the submittal package. The completed surveys and required reports shall be submitted as part of any Application for Preliminary Plans.***

**COMMENT:** All of the above requirements for a Habitat Protection and Management Program have been satisfied, and all requested documentation has been completed and submitted to the Environmental Planning Section of M-NCPPC prior to the acceptance of CDP-0505-01. If necessary, copies of the completed surveys and required reports can be submitted with future entitlement applications.

- 12. Prior to acceptance of the Preliminary Plan of Subdivision, a Revised Natural Resources Inventory Plan shall be submitted and approved.***

**COMMENT:** Natural Resources Inventory Plan, NRI-098-05-04, was approved by the Environmental Planning Section on March 3, 2021. The signed NRI was submitted on June 16, 2021, with the acceptance of Preliminary Plan of Subdivision 4-20032. Copies of the approved NRI will be provided with any future PPS applications for NCBP.

- 13. At the time of Comprehensive Design Plan review, specific acreage of parkland dedications shall be determined. This area may include a 1.7+/- acre parcel of land which was not previously committed for parkland dedication. The conditions of conveyance shall be determined by appropriate staff of the Maryland-National Capital Park and Planning Commission.***

**COMMENT:** The Applicant agrees with this condition.

- 14. At the time of comprehensive Design Plan, the Applicant shall address its plan to grade a 10-acre developable portion of the dedicated parkland (including a 1.7+ acre parcel of land from the Willowbrook project area which was not previously committed for parkland dedication) on the western side of the property, east of the Pennsylvania Railroad right-of-way to accommodate ball fields and a parking lot.***

**COMMENT:** The Applicant agrees with this condition.

- 15. The Applicant, the Applicant's heirs, successors, and/or assignees shall construct a minimum 10-foot-wide master plan shared-use path along the subject site frontage of Leeland Road, consistent with AASHTO standards, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.***

COMMENT: The Applicant agrees with this condition.

*16. The conceptual location of the Collington Branch Stream Valley Trail, its feeder trail connecting to the proposed employment uses, and the Leeland Road shared-use path shall be shown on the Comprehensive Design Plan.*

COMMENT: The Applicant agrees with this condition.

*17. In the event the Applicant elects to pursue an alternative access point(s) to the adjacent Collington Center vis Popes Creek Drive and/or Prince George's Blvd., the transportation and environmental impacts of any additional access point(s) shall be evaluated at time of Comprehensive Design Plan or Preliminary Plan.*

COMMENT: The Applicant agrees with this condition.

**Comprehensive Design Plan Considerations:**

*1. The natural aesthetic qualities of the site and all regulated environmental features shall be preserved to the fullest extent possible and shall seek to minimize any impacts to said features.*

COMMENT: The Applicant agrees with this condition.

*2. All proposed internal streets and developments should follow complete street principles and support multimodal transportation as well as facilities to encourage walking, bicycling, and transit use, such as short- and long-term bicycle parking, including shower facilities and changing facilities, covered transit stops, crosswalks, etc.*

COMMENT: The Applicant agrees with this condition. The above items will be analyzed at the time of future CDP submissions for NCBP.

**VII. COMPLIANCE WITH E-I-A ZONE USES AND REGULATIONS**

*Section 27-500. - Uses.*

*(a) The general principle for land uses in this zone shall be:*

*(1) To provide concentrated nonretail employment or institutional (medical, religious, educational, recreational, and governmental) uses which serve the County, region, or a greater area; and*

(2) *To provide for uses which may be necessary to support these employment or institutional uses.*

(b) *The uses allowed in the E-I-A Zone are as provided for in the Table of Uses (Division 3 of this Part).*

**COMMENT:** The proposed land uses in this basic plan application include a maximum of 5.5 million square feet of warehouse/distribution, office, light industrial/manufacturing, and/or institutional uses which will serve the residents of the County and region. The uses proposed are permitted by right in the E-I-A Zone Table of Uses.

(c) *A Mixed-Use Planned Community in the E-I-A Zone may include a mix of residential, employment, commercial retail, commercial office, hotel or lodging, civic buildings, parks, or recreational uses, meeting all requirements in the definition of the use. The development shall meet all M-X-T Zone requirements in Part 10.*

**COMMENT:** The instant basic plan amendment is not for a mixed-use planned community.

**Section 27-501. - Regulations.**

(a) *General standards.*

<i>(1) Minimum size of zone (except as provided in <a href="#">Section 27-502</a>)</i>	<i>5 adjoining gross acres</i>
<i>(2) Minimum open space to be improved by landscaping and design amenities, including the landscaping of parking lots, so that expanses of parking will be relieved by natural features and grade changes</i>	<i>20% of net lot area</i>

**COMMENT:** The NCBP consists of an assemblage of land that totals 442± acres, thereby meeting the minimum area requirements in Section 27-501(a)(1) above. Additionally, CB-22-2020 amended the Zoning Ordinance to eliminate the applicability of Section 27-501(a)(2) for properties/projects such as the NCBP. Further, Section 27-515(b), footnote 38(b) states that qualifying projects such as the NCBP shall have a minimum green area of 10% of the net lot area. The NCBP will meet the 10% minimum green area requirements.

(b) *Other regulations.*

(1) *Each lot shall have frontage on, and direct vehicular access to, a public street.*

**COMMENT:** Each lot in the NCBP will have frontage and direct vehicular access to a public street.

- (2) *Additional regulations concerning development and use of property in the E-I-A Zone are as provided for in Divisions 1, 4, and 5 of this Part, General (Part 2), Off-Street Parking and Loading (Part 11), Signs (Part 12), and the Landscape Manual.*

**COMMENT:** The NCBP will meet all of the applicable requirements set forth above (as demonstrated/confirmed in subsequent development applications). It should be noted that Section 27-513(d)(5) allows for *Landscape Manual* requirements for landscaping, screening and buffering to be modified as part of the comprehensive design plan.

*(c) Mixed-Use Planned Community regulations.*

- (1) *A Mixed-Use Planned Community shall meet all purposes and requirements applicable to the M-X-T Zone, as provided in Part 10, and shall be approved under the processes in Part 10.*

**COMMENT:** This section is not applicable as the Applicant is not proposing a Mixed-Use Planned Community.

- (2) *Where a conflict arises between E-I-A Zone requirements and M-X-T Zone requirements, the M-X-T requirements shall be followed.*

**COMMENT:** This section is not applicable as the Applicant is not proposing a Mixed-Use Planned Community.

*(d) Adjoining properties.*

- (1) *For the purposes of this Section, the word "adjoining" also includes properties separated by streets, other public rights-of-way, or railroad lines.*

**COMMENT:** The Applicant acknowledges this section and will properly identify all “adjoining” properties in all applications pertaining to the NCBP.

## VIII. CONCLUSION

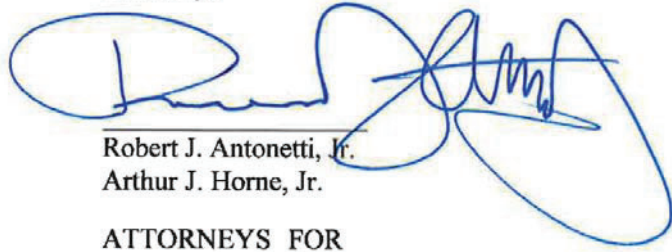
Based on the above reasons described herein, the Applicant respectfully requests approval of Basic Plan Amendment A-9968-03.

October 26, 2021

# National Capital Business Park

Basic Plan Amendment No. A-9968-03

Sincerely,

A handwritten signature in blue ink, appearing to be 'Robert J. Antonetti, Jr.', written over a horizontal line.

Robert J. Antonetti, Jr.  
Arthur J. Horne, Jr.

ATTORNEYS FOR  
NCBP Property, LLC



October 26, 2021

# National Capital Business Park

Basic Plan Amendment No. A-9968-03

October 26, 2021

## *List of Illustrations*

5. Approved Basic Plan A-9968-02
6. Amended Basic Plan (Proposed A-9968-03)
7. Zoning Map
8. Soils Map
5. Environmental Constraints Exhibit





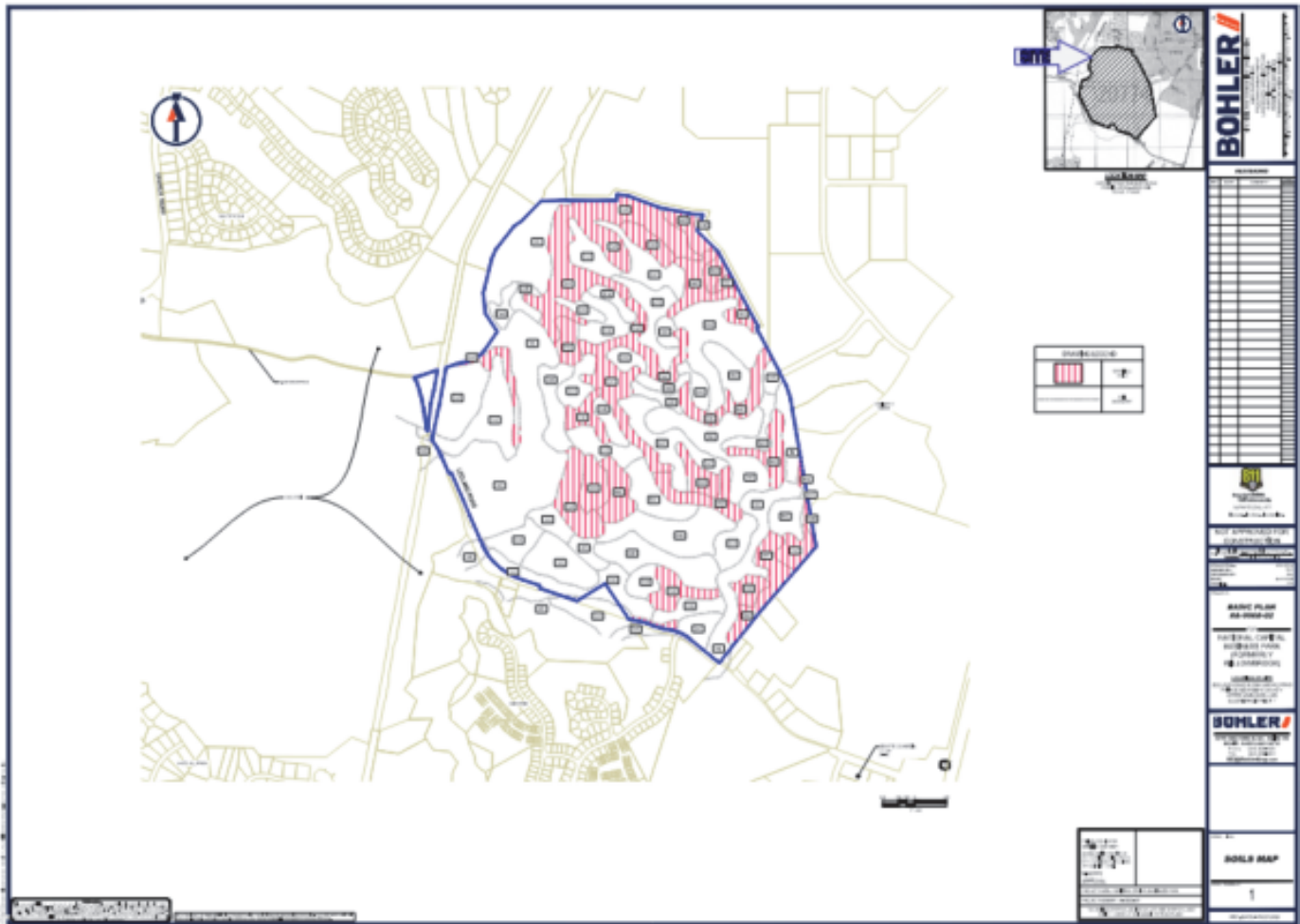
## ILLUSTRATION 3

### Zoning Map



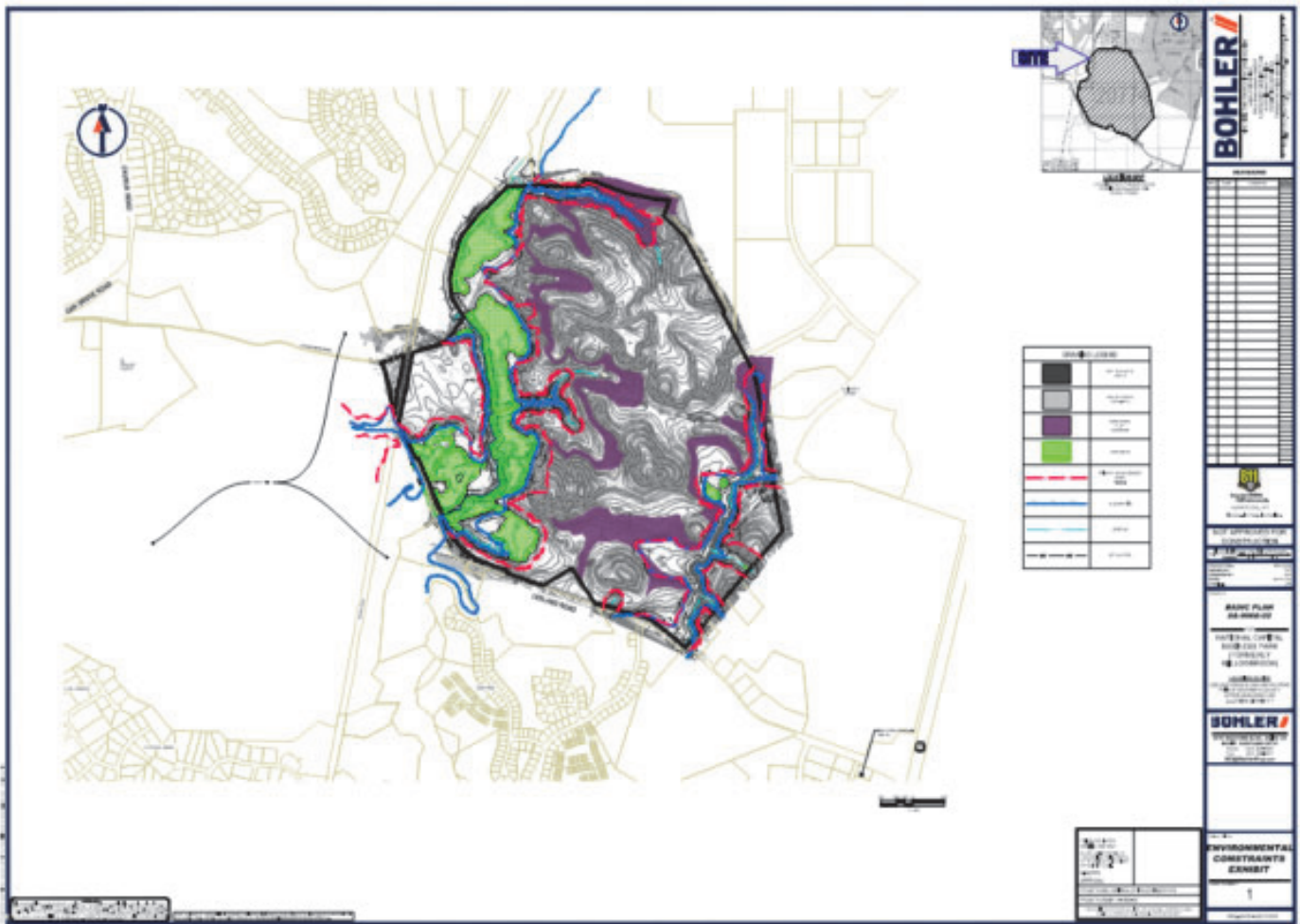
## ILLUSTRATION 4

### Soils Map



## ILLUSTRATION 5

### Environmental Constraints Exhibit

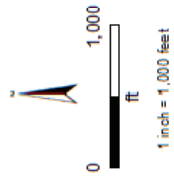


## *Appendices*

- A. Traffic Study
- B. Zoning Sketch Map

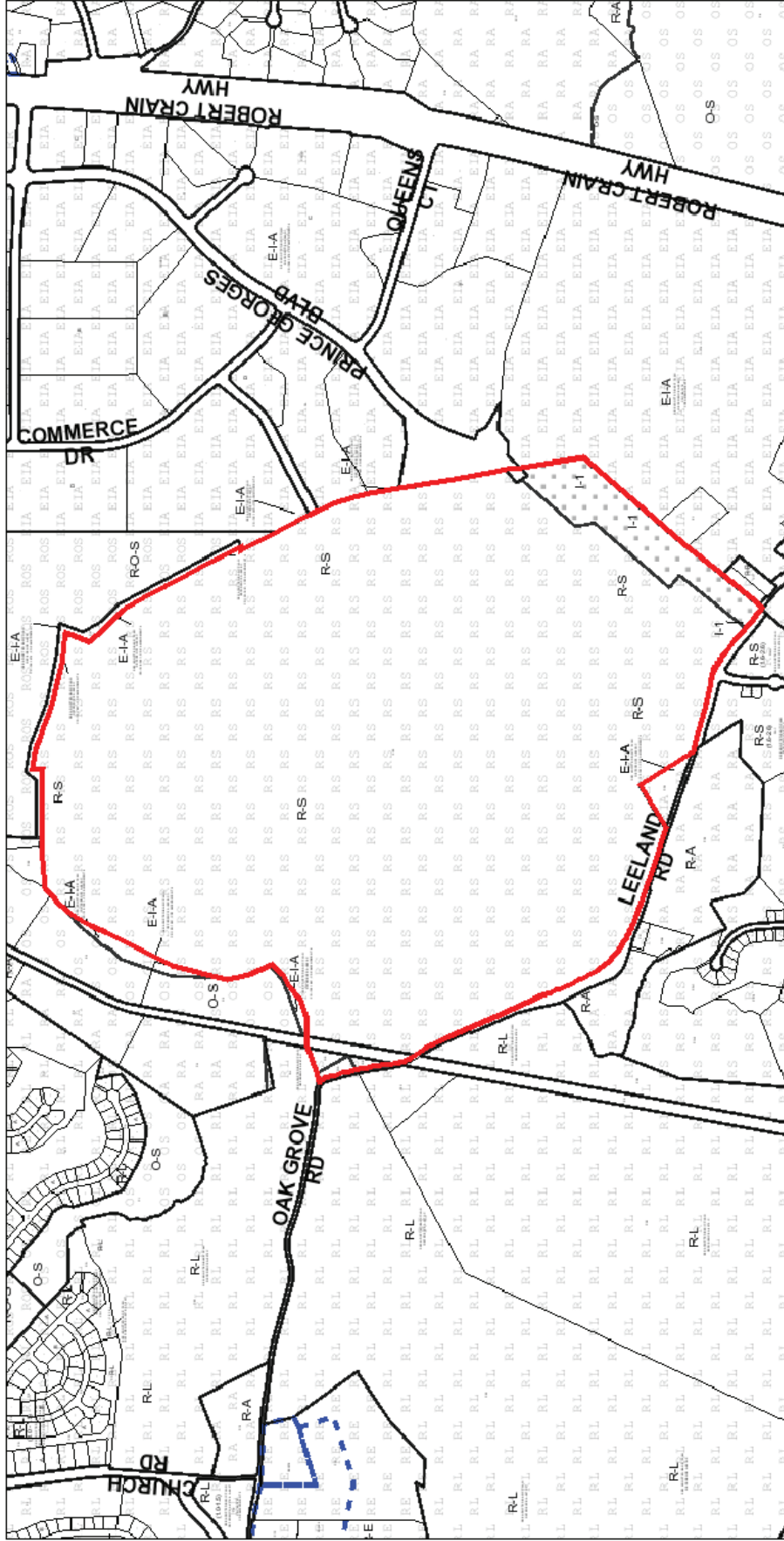
# ZONING SKETCH MAP

APP NO: A-9968-03  
EXISTING ZONE:  
PLANNING AREA: 79  
WSSC GRID: 203SE14  
TAX MAP: 77  
TAX GRID: A2  
COUNCIL DISTRICT: 4,6



The Incorporated Cities of the Planning Commission  
Plan & Map Safety Printing Department  
Geographic Information System

Created: 10/26/2021





# TRAFFIC IMPACT ANALYSIS

FOR

## NATIONAL CAPITAL BUSINESS PARK

Prepared for:

**Manekin, LLC**

Prepared by:

**LENHART TRAFFIC CONSULTING, INC.**

*TRAFFIC ENGINEERING & TRANSPORTATION PLANNING*

**January 14, 2022**



<b>Table of Contents</b>		<b>Page</b>
<b>Section 1</b>	<b>Introduction.....</b>	<b>4</b>
	1.1 Project Description	
	1.2 Scope of Study	
<b>Section 2</b>	<b>Existing Conditions.....</b>	<b>6</b>
	2.1 Description of Roadway Network	
	2.2 Existing Lane Configurations	
	2.3 Existing Traffic Counts	
<b>Section 3</b>	<b>Background Conditions.....</b>	<b>9</b>
	3.1 Annual Growth	
	3.2 Approved Background Developments	
	3.3 Background Traffic Volumes	
<b>Section 4</b>	<b>Projected Conditions.....</b>	<b>13</b>
	4.1 Site Trip Generation	
	4.2 Site Trip Distribution & Trip Assignment	
	4.3 Total Traffic Volumes	
	4.4 Projected Level of Service	
<b>Section 5</b>	<b>Conclusions/Recommendations.....</b>	<b>21</b>
	5.1 Results of Analysis	
 <b>Appendices</b>		
	A Supplemental Information, Turning Movement Counts	
	B CLV, HCS, and Synchro/SimTraffic Worksheets	
	C Background Developments	

<b>List of Exhibits</b>		<b>Page</b>
Exhibit 1	Site Location Map	5
Exhibit 2	Existing Lane Use & Traffic Control Devices	7
Exhibit 3	Existing Peak Hour Volumes	8
Exhibit 4	Base (2028) Peak Hour Volumes	10
Exhibit 5	Combined Trips Generated by Background Dev's	11
Exhibit 6	Background (2028) Peak Hour Volumes	12
Exhibit 7	Trip Generation for Proposed Site	15
Exhibits 8a-b	Diversions as a Result of Signal at US 301 & Queens	16
Exhibit 9	Trip Assignment for 5.5 MSF of Warehouse	18
Exhibit 10	Total Peak Hour Volumes	19
Exhibit 11	Results of Level-of-Service Analyses	20

# Section 1 Introduction

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## 1.1 Project Description

This Traffic Impact Analysis (TIA) has been prepared for the Basic Plan Amendment (BPA) for the proposed National Capital Business Park to be located along the north side of Leeland Road just west of US 301 as shown on **Exhibit 1**. It should be noted that the site has an approved Basic Plan and Conceptual Design Plan (CDP) for 3,500,000 square feet of warehouse per Resolution 2021-50. Since approval of the CDP, the Basic Plan is being amended to include up to 5,500,000 square feet of warehouse.

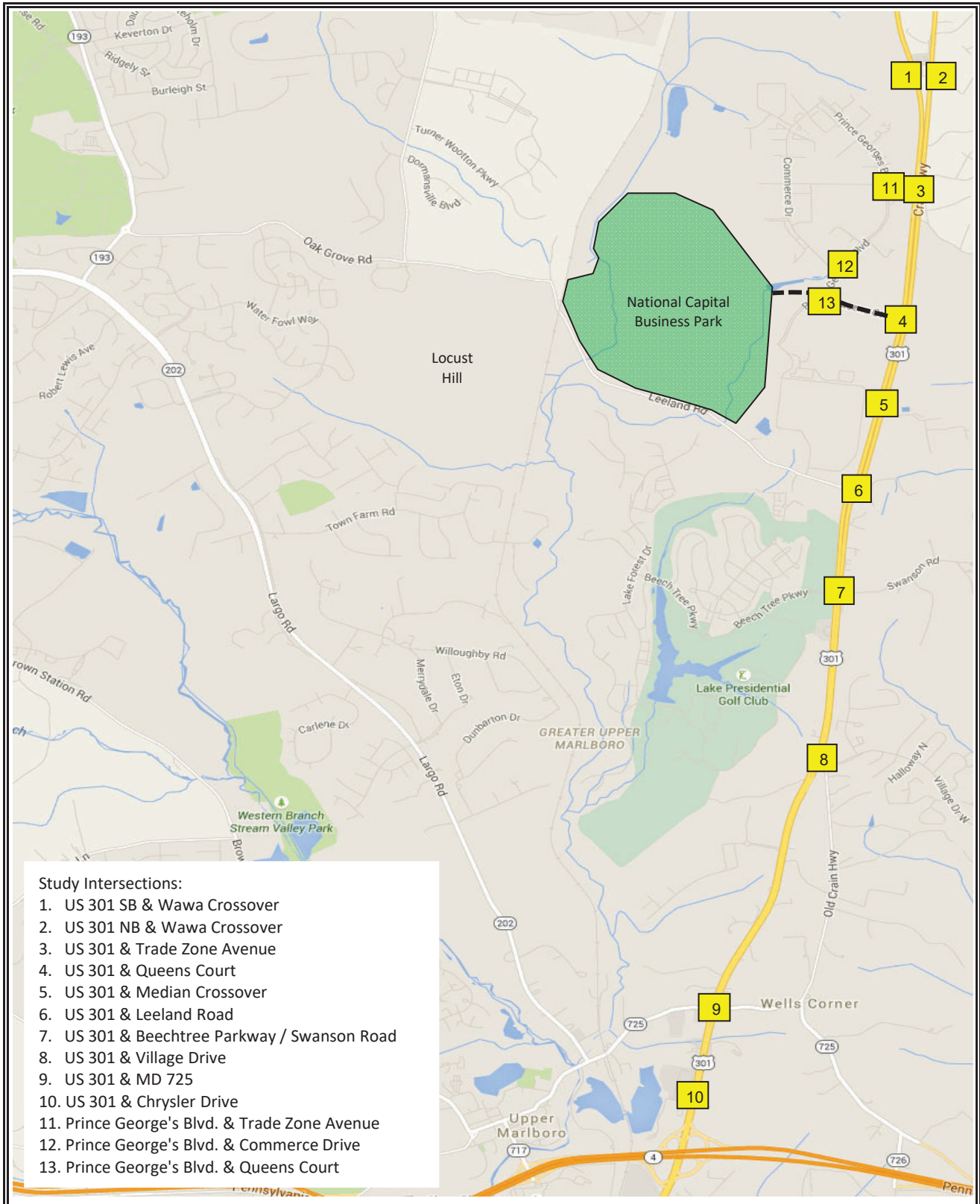
The purpose of this TIA is to evaluate the traffic impacts of the Basic Plan Amendment to determine if the project continues to satisfy Section 27-195(b)(1)(c) of the Zoning Ordinance.

The project will be accessed via the extension of Queens Court through Collington Center along with the installation of a new traffic signal on US 301 at Queens Court.

## 1.2 Scope of Study

A Scoping Agreement and Transportation Submittal Checklist was submitted to MNCPPC for review and approval, and signed copies are included in Appendix A.

M-NCPPC Guidelines require signalized intersections to be evaluated using the Critical Lane Volume (CLV) methodology. All intersections operating at a LOS “D” or better (<1,450 CLV) are considered adequate. Unsignalized intersections are to be evaluated using a three-tier approach. The first tier involves the Highway Capacity Software (HCS) unsignalized methodology. All intersections operating with less than 50 seconds of delay per vehicle for the minor street movements are considered adequate. If a movement exceeds 50 seconds of delay, then a second-tier analysis is required including a consideration of the volume of traffic on the minor street approach. If the minor street volumes are less than 100 vehicles per hour, then the intersection is considered adequate. If the delays exceed 50 seconds per vehicle and there are more than 100 vehicles per hour, then a third-tier analysis is conducted and if the CLV of the unsignalized intersection is 1,150 or better the intersection is deemed adequate.



- Study Intersections:**
1. US 301 SB & Wawa Crossover
  2. US 301 NB & Wawa Crossover
  3. US 301 & Trade Zone Avenue
  4. US 301 & Queens Court
  5. US 301 & Median Crossover
  6. US 301 & Leeland Road
  7. US 301 & Beechtree Parkway / Swanson Road
  8. US 301 & Village Drive
  9. US 301 & MD 725
  10. US 301 & Chrysler Drive
  11. Prince George's Blvd. & Trade Zone Avenue
  12. Prince George's Blvd. & Commerce Drive
  13. Prince George's Blvd. & Queens Court

Traffic Impact Analysis	Site Location Map	<b>Exhibit 1</b>
<b>LENHART TRAFFIC CONSULTING, INC.</b> 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 <a href="http://www.lenharttraffic.com">www.lenharttraffic.com</a>		

## **Section 2 Existing Conditions**

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### **2.1 Description of Road Network**

The key road in the study area is US 301, which is identified as a future freeway (F-10). US 301 currently has four to six through lanes (two to three in each direction).

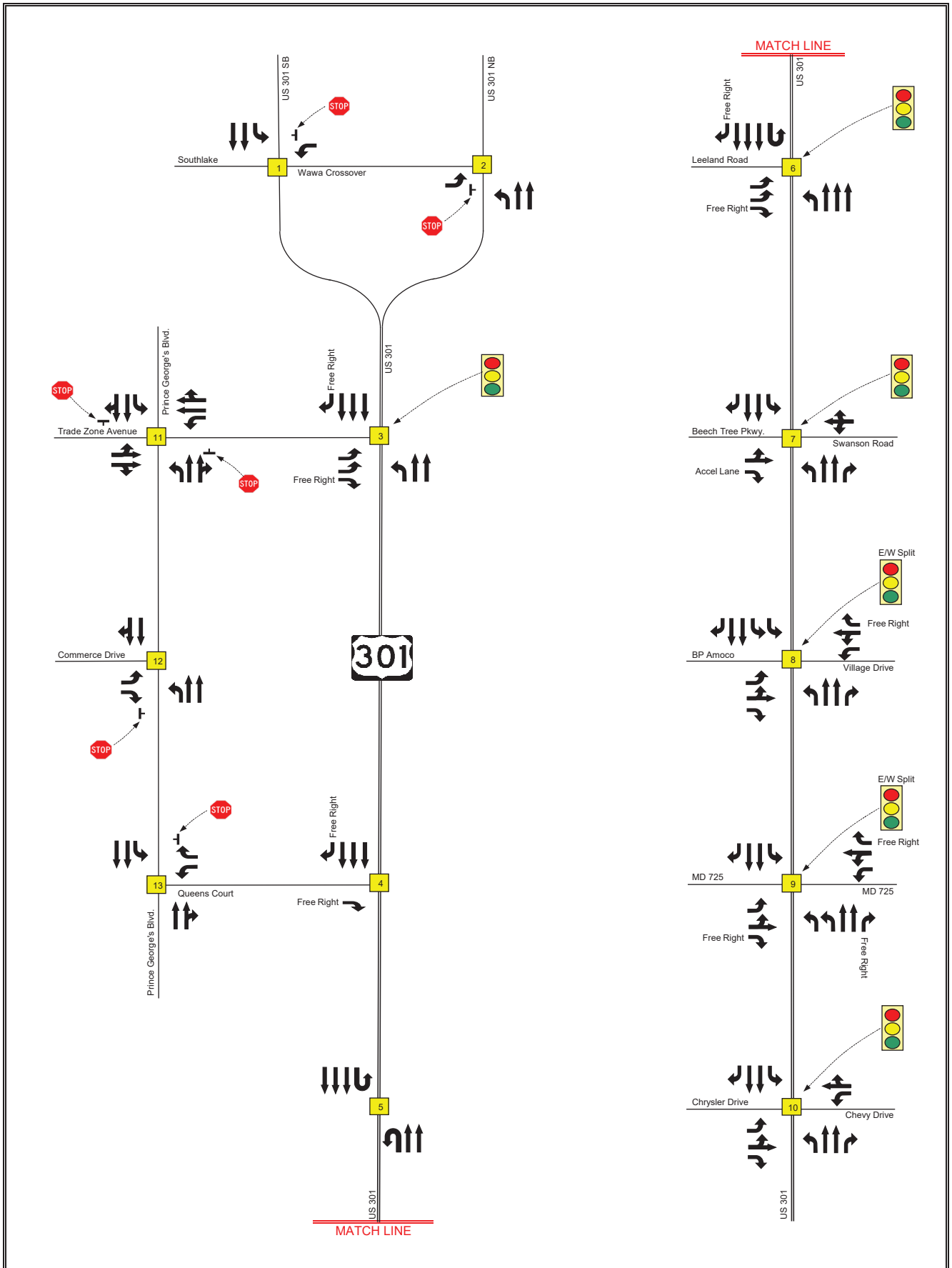
### **2.2 Existing Lane Configurations**

The Existing Lane Use & Traffic Control Devices are shown on **Exhibit 2**.

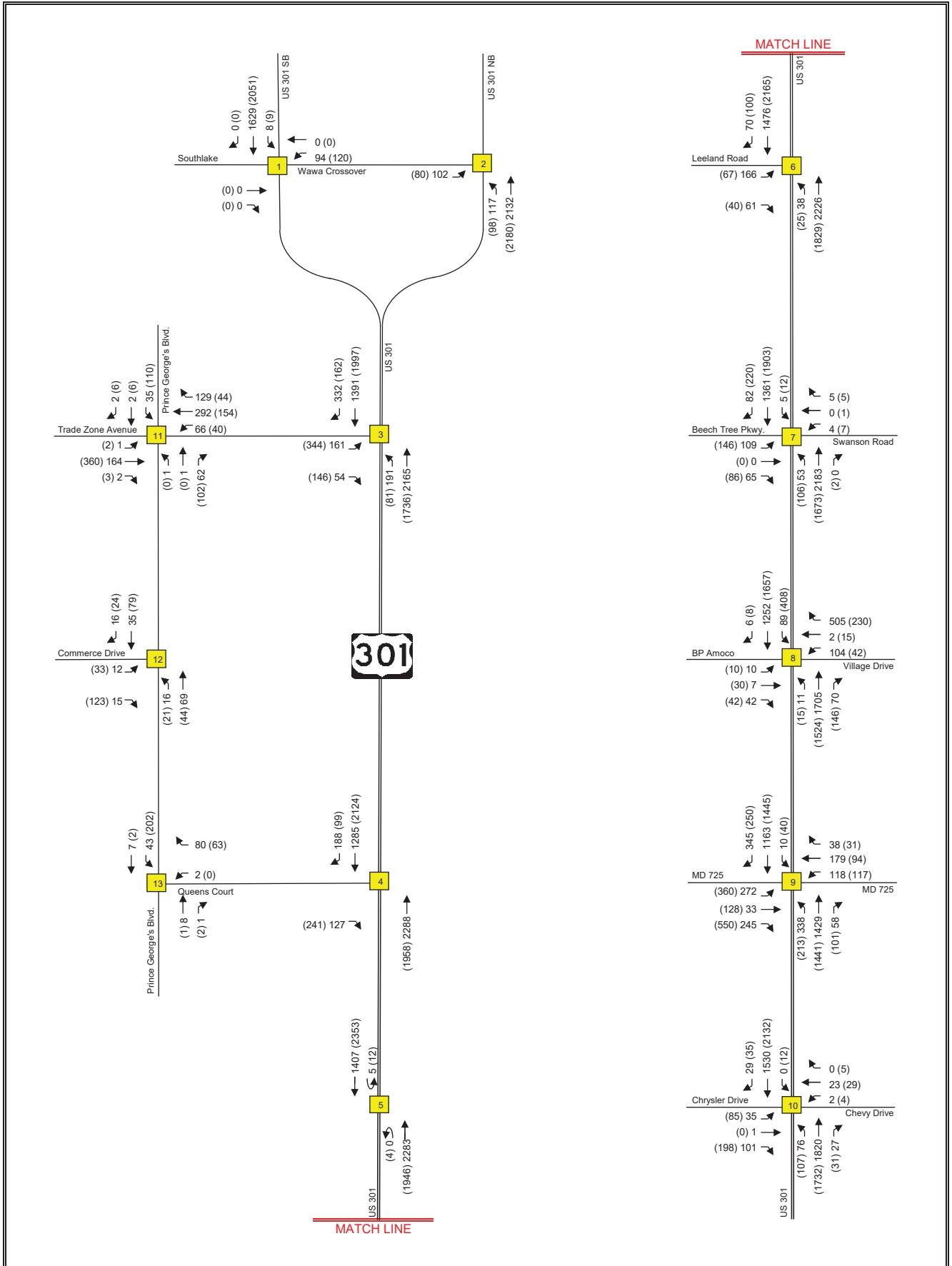
### **2.3 Existing Traffic Counts**

Turning movement counts were conducted on Wednesday, November 10, 2021, and on Tuesday, December 14, 2021. The results are shown on **Exhibit 3**. The volumes shown on Exhibit 3 represent the existing volumes for the purposes of this study.

Per M-NCPPC Guidelines, the study intersections were evaluated using the HCM or CLV methodologies and the results are shown on Exhibit 11. The relevant HCM and CLV worksheets for Existing Conditions are included in Appendix B.



<p>Traffic Impact Analysis</p> <p><b>LENHART TRAFFIC CONSULTING, INC.</b>          645 BALTIMORE ANNAPOLIS BLVD, SUITE 214          SEVERNA PARK, MD 21146          www.lenharttraffic.com</p>	<p>Existing Lane Use &amp; Traffic Control Devices</p>	<p>Exhibit 2</p>
--	--	----------------------



<p>Traffic Impact Analysis</p> <p><b>LENHART TRAFFIC CONSULTING, INC.</b>          645 BALTIMORE ANNAPOLIS BLVD, SUITE 214          SEVERNA PARK, MD 21146          www.lenharttraffic.com</p>	<p>Existing Peak Hour Volumes</p> <p>Key: xx = AM Peak Vol's (xx) = PM Peak Vol's</p>	<p>Exhibit 3</p>
--	---	------------------



## **Section 3      Background Conditions**

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### **3.1    Annual Growth**

A six-year study period has been applied as directed by the Guidelines. Per the approved scoping agreement, a 1.1% annual growth rate has been utilized. Based on the Guidelines and approved scoping agreement, the regional traffic growth has been evaluated and estimated at 1.1% per year for six (6) years. The base peak hour volumes are shown on **Exhibit 4**.

### **3.2    Approved Background Developments**

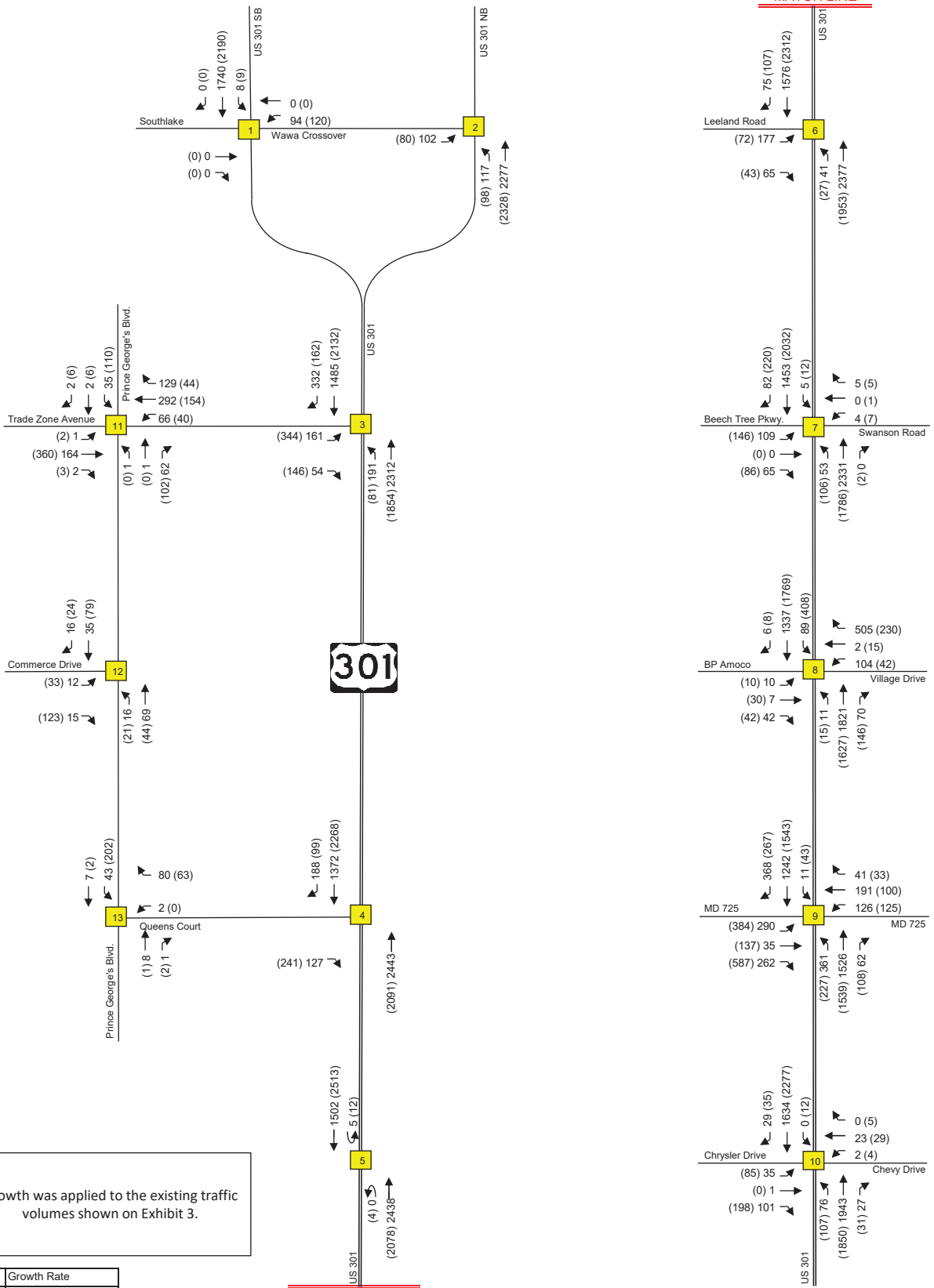
The background developments were identified through the scoping process and have been field verified. The location map, trip generation, and trip assignment for the background developments are contained in Appendix C of the report. The combined trips generated by the background developments are shown on **Exhibit 5**.

### **3.3    Background Traffic Volumes**

The background traffic volumes were developed by adding the base peak hour volumes with the combined trips generated by background developments. The resulting background peak hour volumes are shown on **Exhibit 6**.

Per M-NCPPC Guidelines, the study intersections were evaluated using the HCM or CLV methodologies and the results are shown on Exhibit 11. The relevant HCM and CLV worksheets for Background Conditions are included in Appendix B.

MATCH LINE



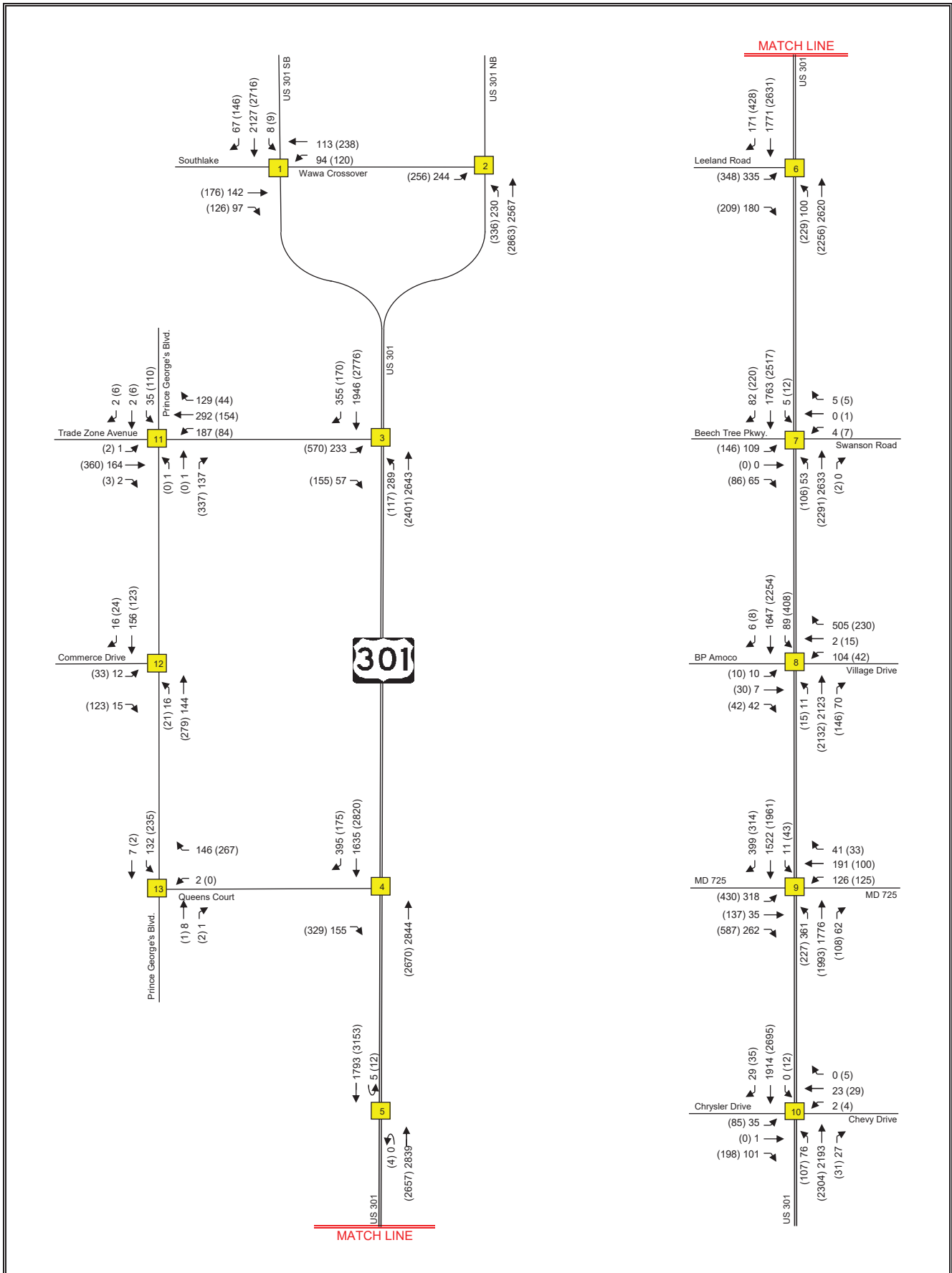
Growth was applied to the existing traffic volumes shown on Exhibit 3.

1.1%	Growth Rate
6	Year Estimated Build
1.07	Growth Factor

MATCH LINE

<p>Traffic Impact Analysis</p>	<p>Base (2028) Peak Hour Volumes</p>	<p>Exhibit 4</p>
<p><b>LENHART TRAFFIC CONSULTING, INC.</b> 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com</p>	<p>Key: xx = AM Peak Vol's (xx) = PM Peak Vol's</p>	





Traffic Impact Analysis

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 SEVERNA PARK, MD 21146  
 www.lenharttraffic.com

**Background (2028)**  
**Peak Hour Volumes**

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

**Exhibit**  
**6**

## Section 4 Projected Conditions

---

### 4.1 Site Trip Generation

It should be noted that the site has an approved Basic Plan and Conceptual Design Plan for 3,500,000 square feet of warehouse per Resolution 2021-50. The Basic Plan is being modified to include up to 5,500,000 square feet of warehouse. The trip generation for the site is detailed on **Exhibit 7**.

It should be also noted that of the 5,500,000 square feet of development, approximately 3,600,000 square feet is planned to be a high-cube fulfillment center warehouse with 650,000 square feet of permanent ground-floor square footage. The ITE Trip Generation Manual (11<sup>th</sup> Edition) has specific trip generation rates for High-Cube Fulfillment Center Warehouse (ITE-155). This use is described in the manual as "A building that typically has at least 200,000 gross square feet of floor area, has a ceiling height of 24 feet or more, and is used primarily for the storage and/or consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses. A typical HCW has a high level of on-site automation and logistics management. The automation and logistics enable highly efficient processing of goods through the HCW. A high-cube warehouse can be free-standing or located in an industrial park." In addition, the ITE Trip Generation Manual (11<sup>th</sup> Edition) states that, "A high-cube warehouse may contain a mezzanine. In a HCW setting, a mezzanine is a free-standing, semi-permanent structure that is commonly supported by structural steel columns and that is lined with racks or shelves. The gross floor area (GFA) values for the study sites in the database for this land use do NOT include the floor area of the mezzanine. The GFA values represent only the permanent ground-floor square footage."

After a meeting with Prince George's County Staff, the ITE Trip Generation Manual (11<sup>th</sup> Edition) has not yet been accepted for use and is under review by Staff. If the ITE Trip Generation Manual (11<sup>th</sup> Edition) is accepted by Prince George's County Staff, it is anticipated that the ITE trip generation rates for High-Cube Fulfillment Center (ITE-155) will be utilized as part of future submittals for the CDP and PPS. The use of these rates in future submittals may impact the recommendations contained within this report.

### 4.2 Site Trip Distribution & Trip Assignment

As part of the proposed development, it was assumed that the applicant would construct a full-movement signal at the intersection of US 301 & Queens Court. The existing signal at US 301 and Trade Zone Avenue is currently the only location that provides left turns in and out of Collington Center, and it is anticipated that the new signal at Queens Court will be used by existing tenants for improved access in

and out of Collington Station. Diversions of existing traffic as a result of the proposed signal are shown on **Exhibits 8a-b**.

The site trips for the proposed use were assigned as shown on **Exhibit 9**.

#### **4.3 Total Traffic Volumes**

The background traffic volumes were combined with the diversions and trip assignments to obtain the total peak hour volumes as shown on **Exhibit 10**. These total volumes were evaluated, and the results are shown on **Exhibit 11** under the column labeled “Total CLV No Improvements.”

#### **4.4 Projected Level of Service**

The results of the analysis indicate that several study intersections along US 301 will exceed the LOS D threshold based on the existing intersection configurations. As a means of mitigation, the applicant proffers payment into Project #4.66.0047 (US 301 Improvements) contained in the Prince George’s County Approved Capital Improvement Program (CIP). The US 301 Improvement CIP was first added to the Capital Program in FY 1990. The US 301 Improvements project is a developer funded project fully contained within the current six-year CIP program. The improvements involve the construction of additional through lanes along north and southbound US 301 between MD 214 and MD 4.

With the improvements proposed as part of CIP Project #4.66.0047, all study intersections along US 301 will operate adequately with the exception of US 301 at Leeland Road. Therefore, in addition to making a pro-rata payment into the CIP project, it is also recommended that the applicant bond and permit an additional eastbound left-turn lane at the intersection of US 301 & Leeland Road.

**Trip Generation Rates**

**Warehousing (0.3 FAR, Prince Georges County Rates)**

Morning Trips = 0.40 x ksf  
 Evening Trips = 0.40 x ksf

**Trip Distribution (In/Out)**

80/20  
 20/80

**Trip Generation for Site**

AM Peak		PM Peak	
In	Out	In	Out
1760	440	440	1760
<b>Totals:</b>	<b>1760</b>	<b>440</b>	<b>1760</b>
			<b>2200</b>
			<b>2200</b>

Warehousing (0.3 FAR, Prince Georges County Rates)	5,500,000 SF (total)
--	----------------------

**Totals: 1760 440 2200 1760 2200**

**NOTES:**

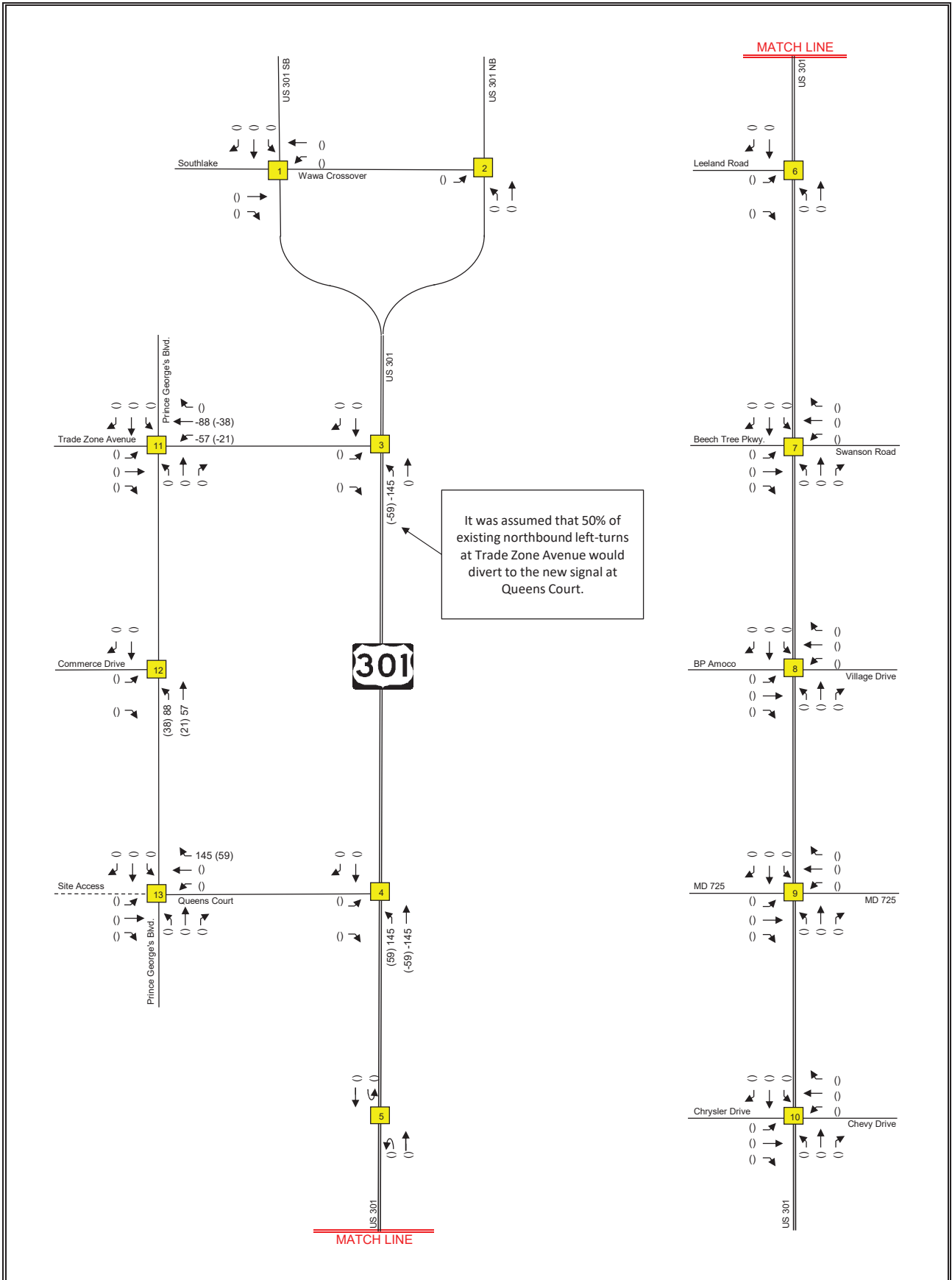
1. Trip Generation rates obtained from Prince George's County Guidelines.

Traffic Impact Analysis



Trip Generation for Proposed Site

**Exhibit 7**



Traffic Impact Analysis

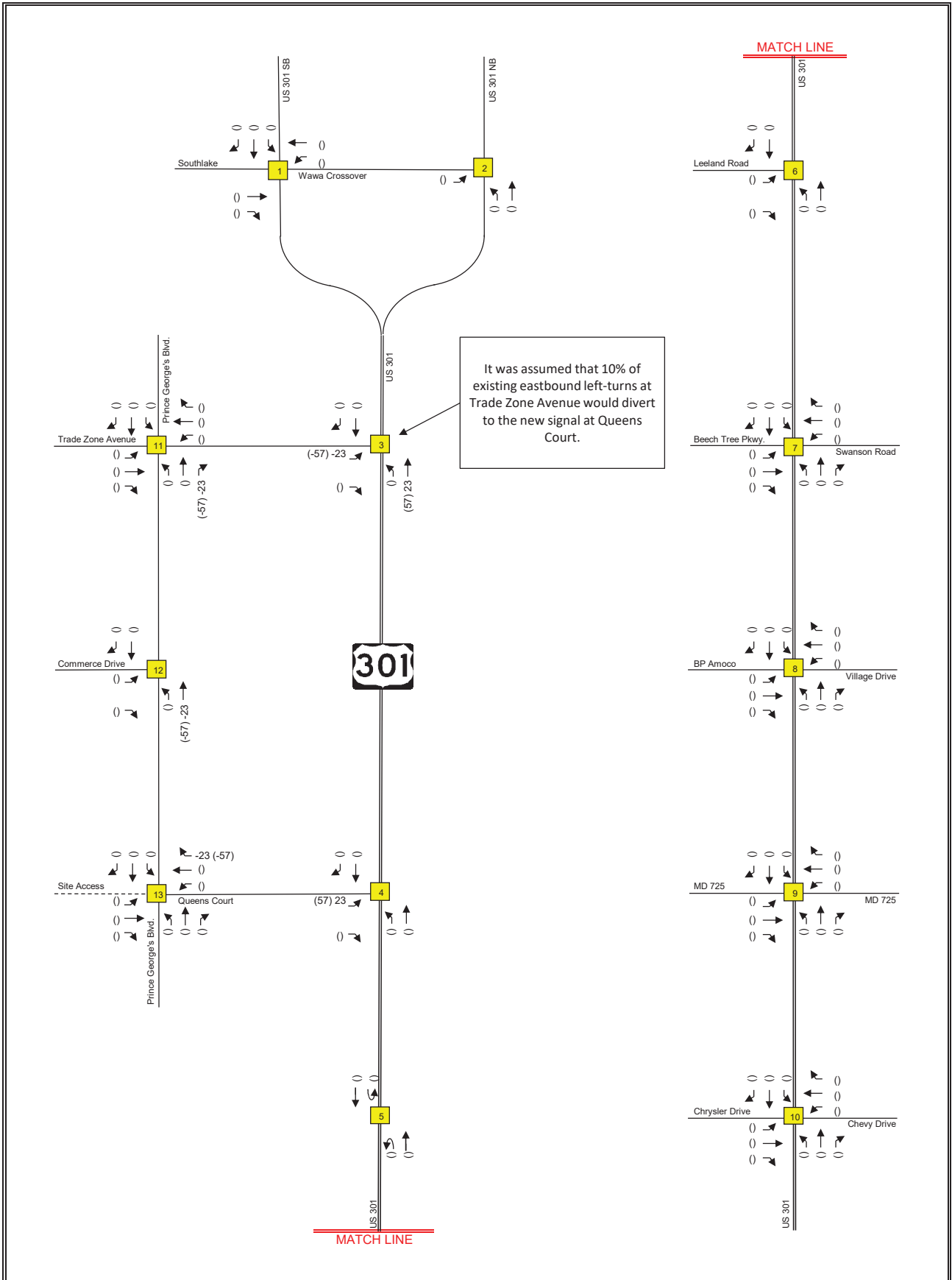
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 SEVERNA PARK, MD 21146  
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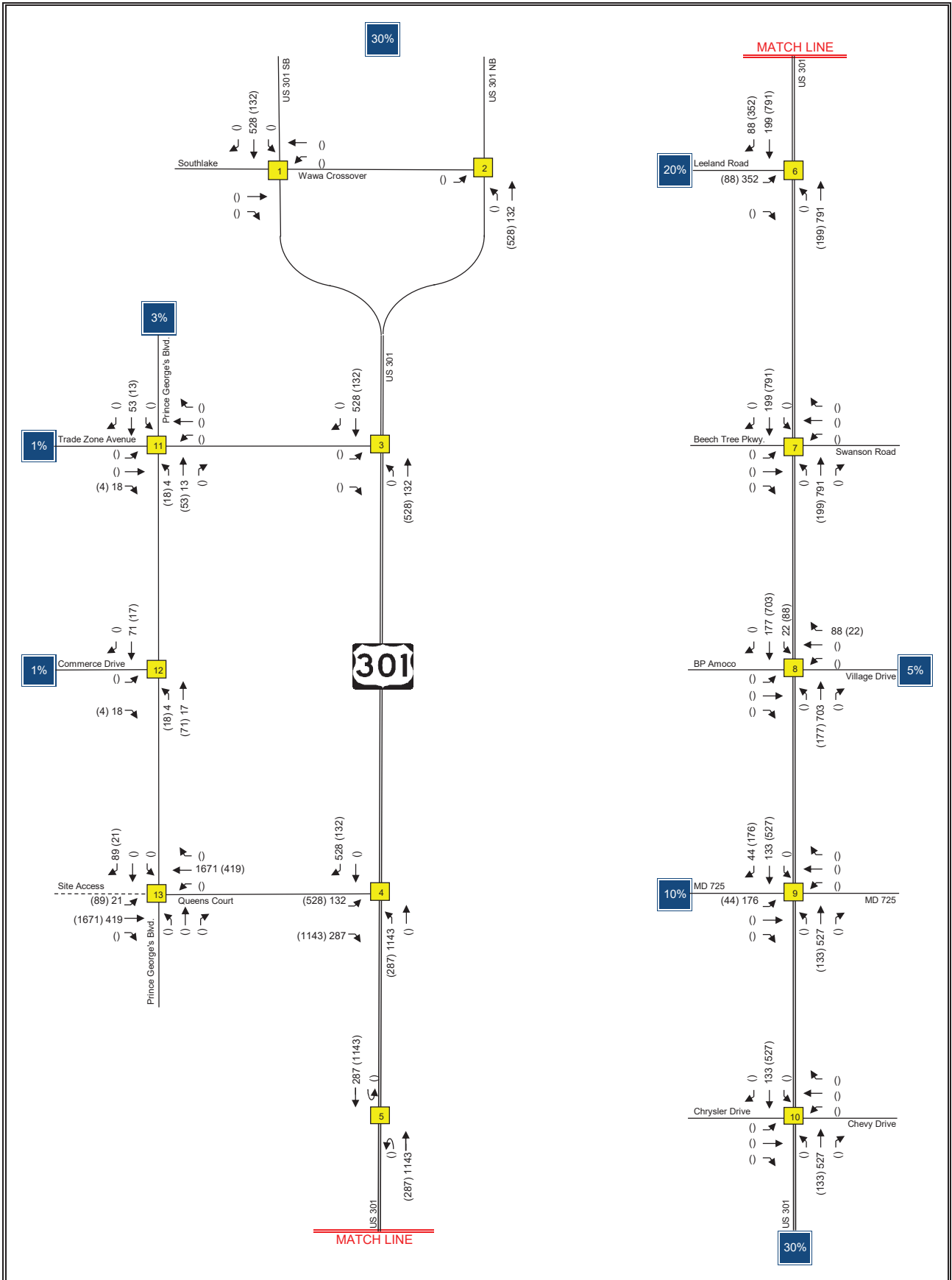
## Inbound Diversions as a Result of Signal at US 301 & Queens Court

Key: xx = AM Peak Vol's    (xx) = PM Peak Vol's

**Exhibit  
8a**







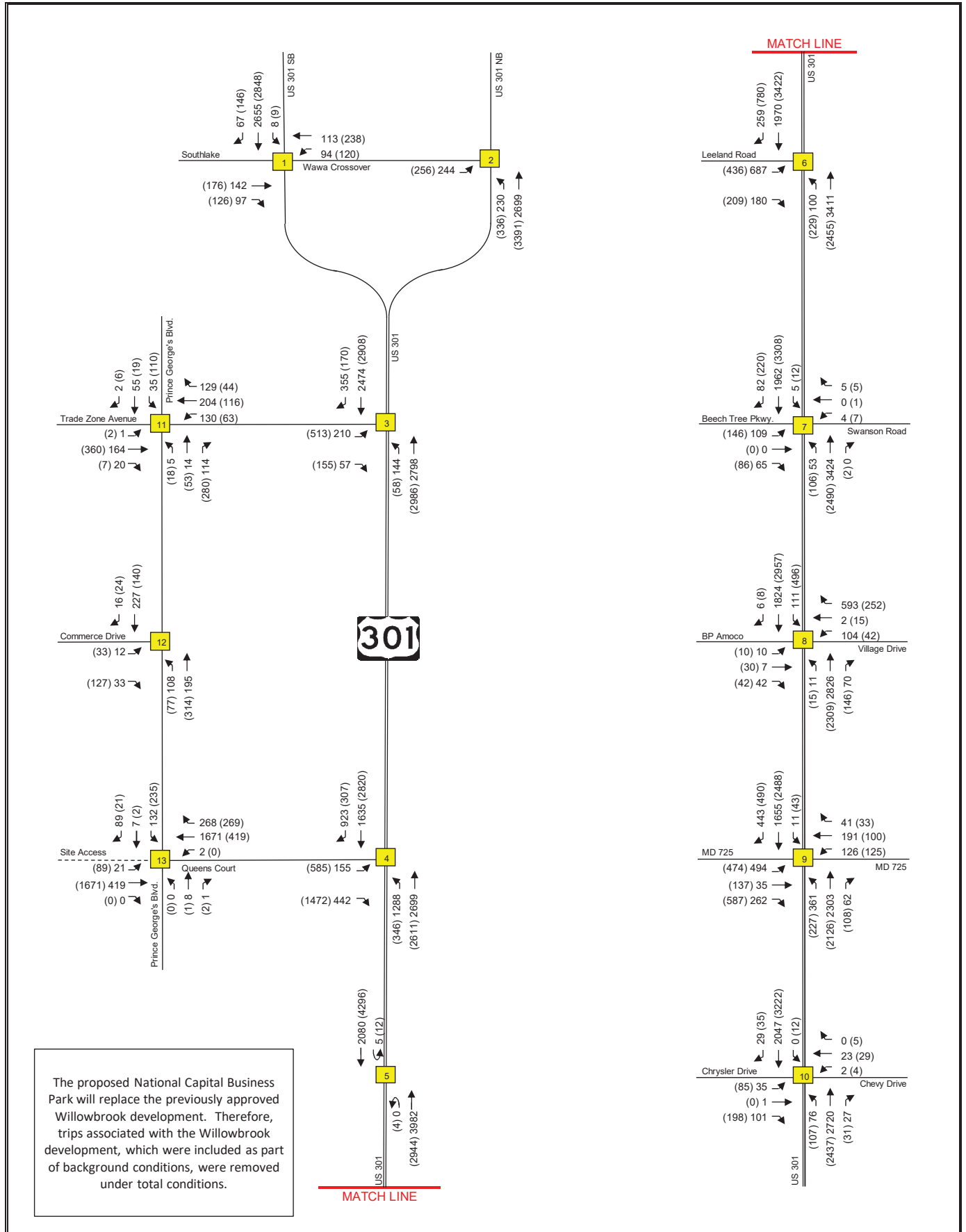
Traffic Impact Analysis

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 SEVERNA PARK, MD 21146  
 www.lenharttraffic.com

**Trip Assignment  
 for 5.5 MSF of Warehouse**

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

**Exhibit  
 9**



<p>Traffic Impact Analysis</p>	<p><b>Total Peak Hour Volumes</b></p>	<p><b>Exhibit 10</b></p>
<p><b>LENHART TRAFFIC CONSULTING, INC.</b> 545 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com</p>	<p>Key: xx = AM Peak Vol's (xx) = PM Peak Vol's</p>	

### Level-of-Service Results


Morning Peak Hour	Existing CLV	Background CLV	Total CLV No Improvements But with TS at Int 5	Total CLV with CIP Improvements	Total CLV with Additional Intersection Improvement
1). US 301 SB & Wawa Crossover (signalized in future)	A / 990	A / 959	C / 1154	--	--
2). US 301 NB & Wawa Crossover (signalized in future)	C / 1275	E / 1558	F / 1630	B / 1145	--
3). US 301 & Trade Zone Avenue (signalized)	C / 1288	E / 1594	F / 1665	C / 1185	--
4). US 301 & Queens Court (signalized in future)	RIRO (0 Delay)	RIRO (0 Delay)	D / 1340	D / 1340	--
5). US 301 & Median Crossover (unsignalized)					--
<i>Tier 1: HCS Delay Test</i>	Cannot Model	Cannot Model	Cannot Model	Cannot Model	--
<i>Tier 2: Minor Street Volume Test</i>	< 100 veh.	< 100 veh.	< 100 veh.	< 100 veh.	--
6). US 301 & Leeland Road (signalized)	A / 924	C / 1170	F / 1674	D / 1674	C / 1298
7). US 301 & Beechtree Parkway / Swanson Road (signalized)	D / 1330	E / 1577	F / 2012	D / 1390	--
8). US 301 & Village Drive (signalized)	B / 1086	D / 1316	F / 1716	C / 1208	--
9). US 301 & MD 725 (signalized)	C / 1204	E / 1456	F / 1785	C / 1292	--
10). US 301 & Chrysler Drive (signalized)	B / 1045	C / 1250	E / 1540	B / 1050	--
11). Prince George's Blvd. & Trade Zone Avenue (unsignalized)					--
<i>Tier 1: HCS Delay Test</i>	15.0 sec.	22.5 sec.	17.0 sec.	--	--
12). Prince George's Blvd. & Commerce Drive (unsignalized)					--
<i>Tier 1: HCS Delay Test</i>	9.5 sec.	10.3 sec.	12.6 sec.	--	--
13). Prince George's Blvd. & Queens Court (unsignalized)					--
<i>Tier 1: HCS Delay Test</i>	9.5 sec.	11.0 sec.	523.8 sec.	--	--
<i>Tier 2: Minor Street Volume Test</i>	--	--	> 100 veh.	--	--
<i>Tier 3: CLV Test</i>	--	--	D / 1447	--	--

Evening Peak Hour	Existing CLV	Background CLV	Total CLV No Improvements But with TS at Int 5	Total CLV with CIP Improvements	Total CLV with Additional Intersection Improvement
1). US 301 SB & Wawa Crossover	C / 1248	C / 1222	C / 1271	--	--
2). US 301 NB & Wawa Crossover	C / 1279	F / 1729	F / 2019	D / 1409	--
3). US 301 & Trade Zone Avenue	C / 1161	F / 1663	F / 1950	D / 1442	--
4). US 301 & Queens Court	RIRO (0 Delay)	RIRO (0 Delay)	D / 1377	D / 1377	--
5). US 301 & Median Crossover (unsignalized)					--
<i>Tier 1: HCS Delay Test</i>	Cannot Model	Cannot Model	Cannot Model	Cannot Model	--
<i>Tier 2: Minor Street Volume Test</i>	< 100 veh.	< 100 veh.	< 100 veh.	< 100 veh.	--
6). US 301 & Leeland Road	A / 866	D / 1411	F / 1757	F / 1757	D / 1417
7). US 301 & Beechtree Parkway / Swanson Road	D / 1321	F / 1658	F / 2093	D / 1448	--
8). US 301 & Village Drive	B / 1144	E / 1479	F / 1702	C / 1213	--
9). US 301 & MD 725	D / 1343	F / 1690	F / 2006	D / 1432	--
10). US 301 & Chrysler Drive	B / 1063	D / 1364	D / 1437	D / 1397	--
11). Prince George's Blvd. & Trade Zone Avenue					--
<i>Tier 1: HCS Delay Test</i>	15.1 sec.	27.9 sec.	25.0 sec.	--	--
12). Prince George's Blvd. & Commerce Drive					--
<i>Tier 1: HCS Delay Test</i>	9.8 sec.	10.8 sec.	12.2 sec.	--	--
13). Prince George's Blvd. & Queens Court					--
<i>Tier 1: HCS Delay Test</i>	12.5 sec.	13.4 sec.	621.0 sec.	--	--
<i>Tier 2: Minor Street Volume Test</i>	--	--	> 100 veh.	--	--
<i>Tier 3: CLV Test</i>	--	--	D / 1435	--	--

**NOTES:**

1. MNCPPC and MD SHA Guidelines are LOS "D" or better for signalized intersections using CLV methodology.
2. MNCPPC has a three tier test for unsignalized intersections.
  - a). Delay less than 50 seconds per vehicle, then passes APFO, otherwise go to step 2.
  - b). Minor street volumes less than 100 vph, then passes APFO, otherwise go to step 3.
  - c). CLV less than 1,150, then passes APFO. If not, then conduct signal warrant analysis or provide turn lanes to yield CLV < 1,150.

Traffic Impact Analysis	Results of Level-of-Service Analyses	<b>Exhibit 11</b>
 <b>LENHART TRAFFIC CONSULTING, INC.</b> 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com		

## Section 5 Conclusions / Recommendations

---

### 5.1 Results of Analysis

This Traffic Impact Analysis (TIA) has been prepared for the Basic Plan Amendment (BPA) for the National Capital Business Park to be located along the north side of Leeland Road just west of US 301 as shown on Exhibit 1. It should be noted that the site has an approved Basic Plan and Conceptual Design Plan for 3,500,000 square feet of warehouse per Resolution 2021-50. Since approval of the CDP, the Basic Plan is being modified to include up to 5,500,000 square feet of warehouse.

Of the 5,500,000 square feet of development, approximately 3,600,000 square feet is planned to be a high-cube fulfillment center warehouse with 650,000 square feet of permanent ground-floor square footage. The ITE Trip Generation Manual (11<sup>th</sup> Edition) has specific trip generation rates for High-Cube Fulfillment Center Warehouse (ITE-155) however, Prince George's County Staff has not yet approved the use of the ITE Trip Generation Manual (11<sup>th</sup> Edition). If Staff accepts the use of the this updated version of the Manual, it is anticipated that the ITE trip generation rates for High-Cube Fulfillment Center (ITE-155) will be utilized as part of future submittals for the CDP and PPS. The use of these rates in future submittals may impact the recommendations contained within this report.

The results of the analysis indicate that several study intersections along US 301 will exceed the LOS D threshold based on the existing intersection configurations. The applicant proffers a pro-rata payment into Project #4.66.0047 (US 301 Improvements) contained in the Prince George's County Approved CIP. With the improvements proposed as part of the CIP project, all study intersections operate adequately with the exception of US 301 & Leeland Road. Therefore, in addition to making a pro-rata payment into the CIP project, it is also recommended that the applicant bond and permit an additional eastbound left-turn lane at the intersection of US 301 & Leeland Road.

The following conditions of approval are recommended based on the analyses contained in this report:

1. It is recommended that the trip cap for the subject site be established at the time of Preliminary Plan of Subdivision. At the time of Preliminary Plan, the trip generation rates may be refined and will provide a more accurate assessment of the number of trips anticipated to be generated by the proposed site.
2. Prior to the issuance of each building permit, the applicant shall pay to DPIE/DPWT an amount calculated at the time of Preliminary Plan approval as its share of costs for improvements to US 301 between MD 4 and MD 214.

3. The applicant shall bond and permit a third eastbound left-turn lane from Leeland Road onto northbound US 301. Note that the recommendations at the intersection of US 301 & Leeland Road may change as a result of the use of trip generation rates from the ITE Trip Generation Manual (11<sup>th</sup> Edition) if accepted by Prince George's County Staff.
4. Subject to approval and timing requirements of the State Highway Administration, the applicant shall construct a full-movement signal at the intersection of US 301 & Queens Court. The construction of this signal would include a double left turn lane from northbound US 301 onto Queens Court and a double left turn lane from Queens Court onto northbound US 301, unless otherwise modified by SHA. The new signal at Queens Court provides benefits to the US 301 & Trade Zone intersection, which benefits the US 301 CIP project. Accordingly, the costs for this intersection improvement would also apply to the projects pro-rata CIP fee.
5. Per Section 27-195(b)(1)(C)), the required finding for a Zoning Map Amendment is as follows, "Transportation facilities (including streets and public transit) (i) which are existing, (ii) which are under construction, or (iii) for which one hundred percent (100%) of the construction funds are allocated within the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or will be provided by the applicant, will be adequate to carry the anticipated traffic generated by the development based on the maximum proposed density. The uses proposed will not generate traffic which would lower the level of service anticipated by the land use and circulation systems shown on the approved General or Area Master Plans, or urban renewal plans."

Based on the results and recommendations contained herein, the proposed project will satisfy the requirements of Section 27-195(b)(1)(C)) of the Prince George's County Zoning Ordinance. Specifically, the uses proposed as part of the National Capital Business Park Development will not generate traffic which would lower the level of service anticipated by the land use and circulation systems shown on the approved General or Area Master Plans, or urban renewal plans. Therefore, the Zoning Map Amendment should be approved and an updated Traffic Impact Study will be provided as part of any future Conceptual Design Plan and Preliminary Plan of Subdivision submittals.

# Appendix A

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Supplemental Information  
Turning Movement Counts

**Table 1: Traffic Impact Study Scoping Agreement**

**The Maryland-National Capital Park and Planning Commission**

Prince George's County Planning Department

Transportation Planning Section, Countywide Planning Commission

*This form must be completed prior to commencing a traffic impact study (TIS). The completed and signed scoping agreement should be submitted to the Transportation Planning Section (TPS) by the traffic consultant for concurrence and signature. TPS will return a signed copy with any comments to the traffic consultant for inclusion in the TIS. Failure to conduct the study in accordance with the guidelines and the signed scoping agreement may be grounds for rejection of the study, thereby necessitating an addendum or a new study prior to the start of staff review.*

Project Name:	National Capital Business Park
Policy Tier (Developed, Developing, or Rural): Please note if in center or corridor:	Developing
Type of Application (see Table 3):	Basic Plan Amendment
Project Location:	North Side of Leeland Road West of Prince George's Boulevard (Access via Prince George's Boulevard)
Traffic Consultant Name: Contact Number(s):	Mike Lenhart (P): 410.216.3333 (F): 443.782.2288

Describe the Proposal Under Study: Residential—Number & Type of Units: Commercial—Amount & Type of Space: Other Uses and Quantity:	Up to 5,500,000 SF of Warehouse		
Are pass-by trip rates in accordance with the guidelines? (circle one)	Yes	No <input checked="" type="radio"/> N/A	If No, please provide explanation on separate sheet.
Are there diverted trips? (circle one)	Yes	<input checked="" type="radio"/> No	If Yes, please provide explanation on separate sheet.
Will a TOD credit be used? (Section 4 of the Guidelines) (circle one)	Yes	<input checked="" type="radio"/> No	Note that all development in centers and corridors will be evaluated for TOD.
Will a transit facilities credit be used? (Section 5 of the Guidelines) (circle one)	Yes	<input checked="" type="radio"/> No	Need/nexus must be justified in study, and it must be supported by operating agency.
Will a bike/ped facilities credit be used? (Section 6 of the Guidelines) (circle one)	Yes	<input checked="" type="radio"/> No	Need/nexus must be justified in study, and it must be supported by operating agency.
Are additional trip reductions (internal trips, transit trips, etc.) proposed? (circle one)	Yes	<input checked="" type="radio"/> No	If Yes, please provide explanation on separate sheet.(Internal Trips)



Attach a map (or maps) showing the study area network with included intersections and links, estimated site trip distribution, and growth factors for through traffic.

SHA/DPW&T capital program improvements assumed:	US 301 CIP	
Other improvements assumed:	N/A	
Is Mitigation (Section 8 of the Guidelines) to be proffered? (circle one)	<input checked="" type="radio"/> Yes      No *If Needed	Note the locational criteria in Section 8, and please note the clarifications regarding mitigation included in Section 3, Subsection E.
Is a cooperative funding arrangement (such as a SCRIP, PFFIP, or some other pro rata) to be used? (circle one) *Pro Rata Contribution into the US 301 CIP	<input checked="" type="radio"/> Yes      No	If Yes, please provide explanation on separate sheet, and note limitations in Section 3, Subsection E.
Will summer counts be used? (circle one)	Yes <input checked="" type="radio"/> No	The use of summer counts must have specific concurrence of TPS staff.
Have there been discussions with the permitting agency (DPW&T and/or SHA) regarding access to this site and the analysis requirements? (circle one)	Yes <input checked="" type="radio"/> No	Section 1, Subsection E, strongly advises that these discussions occur early in the development review process. Note that driveway access onto arterial facilities must be justified and approved by the Planning Board as a part of the subdivision process.
Has a listing of background development been developed? (circle one) *See attached for background developments. 1.1% growth rate.	<input checked="" type="radio"/> Yes      No	If Yes, please provide the list so that TPS staff may either concur with it or provide changes.
Have the costs and feasibility of potential off-site transportation improvements been evaluated? (circle one)	<input checked="" type="radio"/> Yes      No	If No, bear in mind that Section 3, Subsection D, requires that any recommended physical off-site improvements include an evaluation of feasibility.

SIGNED:

*Amal M. Shah*  
Traffic Consultant

January 12, 2022

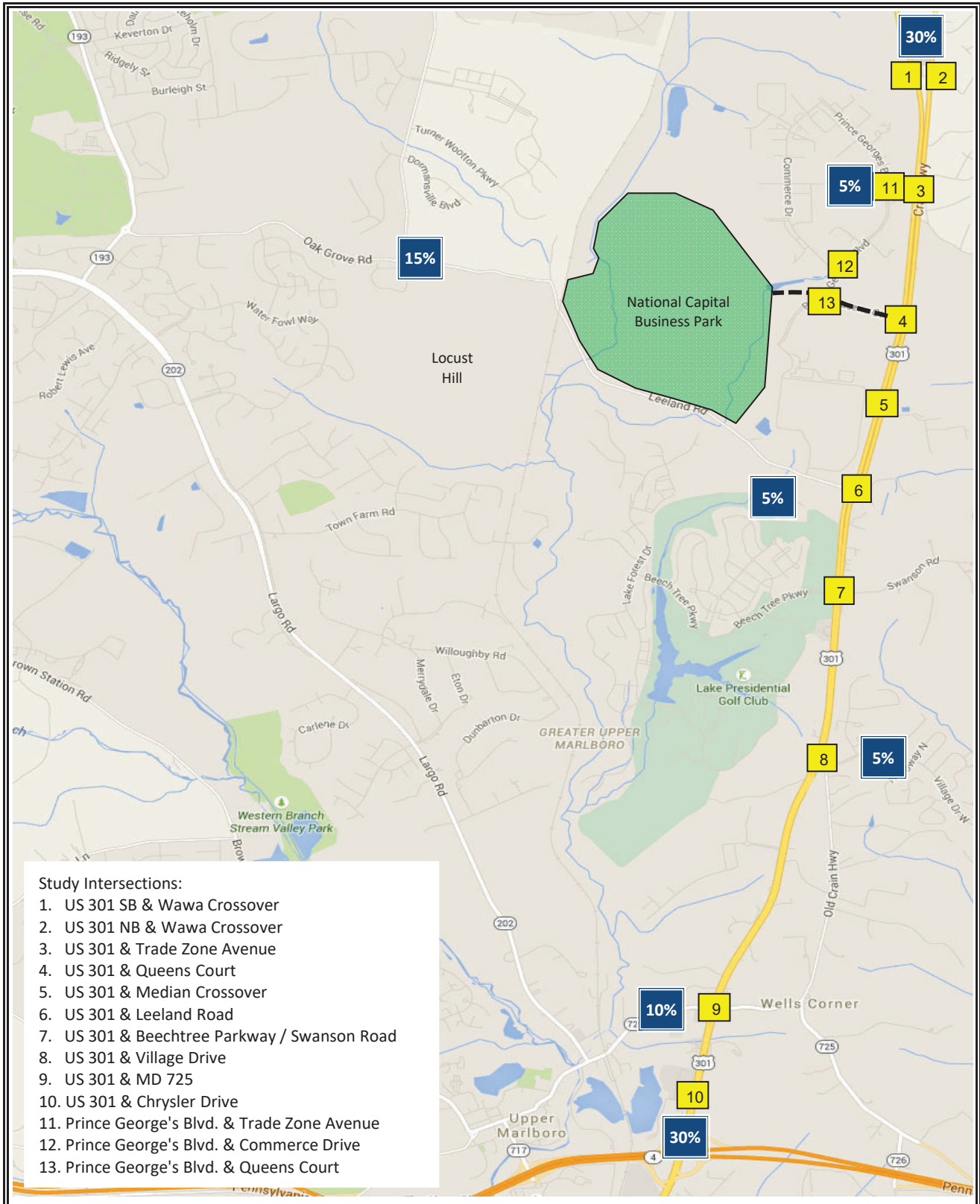
Date

APPROVED:


*[Signature]*  
TPS Coordinator (or Supervisor)

Date 1/13/22

*This form is not required for sites that do not require a TIS.*



- Study Intersections:**
1. US 301 SB & Wawa Crossover
  2. US 301 NB & Wawa Crossover
  3. US 301 & Trade Zone Avenue
  4. US 301 & Queens Court
  5. US 301 & Median Crossover
  6. US 301 & Leeland Road
  7. US 301 & Beechtree Parkway / Swanson Road
  8. US 301 & Village Drive
  9. US 301 & MD 725
  10. US 301 & Chrysler Drive
  11. Prince George's Blvd. & Trade Zone Avenue
  12. Prince George's Blvd. & Commerce Drive
  13. Prince George's Blvd. & Queens Court

<p>Traffic Impact Analysis</p>	<p>Site Location Map</p>	<p><b>Exhibit</b> <b>1</b></p>
 <p><b>LENHART TRAFFIC CONSULTING, INC.</b> 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com</p>		

**Trip Generation Rates**

Warehousing (0.3 FAR, Prince Georges County Rates)

Morning Trips = 0.40 x ksf  
 Evening Trips = 0.40 x ksf

Trip Distribution (In/Out)

80/20  
 20/80

**Trip Generation for Site**

AM Peak		PM Peak	
In	Out	In	Out
1760	440	440	1760
<b>Totals:</b>	<b>1760</b>	<b>440</b>	<b>1760</b>

Warehousing (0.3 FAR, Prince Georges County Rates)	5,500,000 SF (total)
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<b>Totals:</b>	<b>1760</b>	<b>440</b>	<b>1760</b>	<b>2200</b>
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- NOTES:**  
 1. Trip Generation rates obtained from Prince George's County Guidelines.

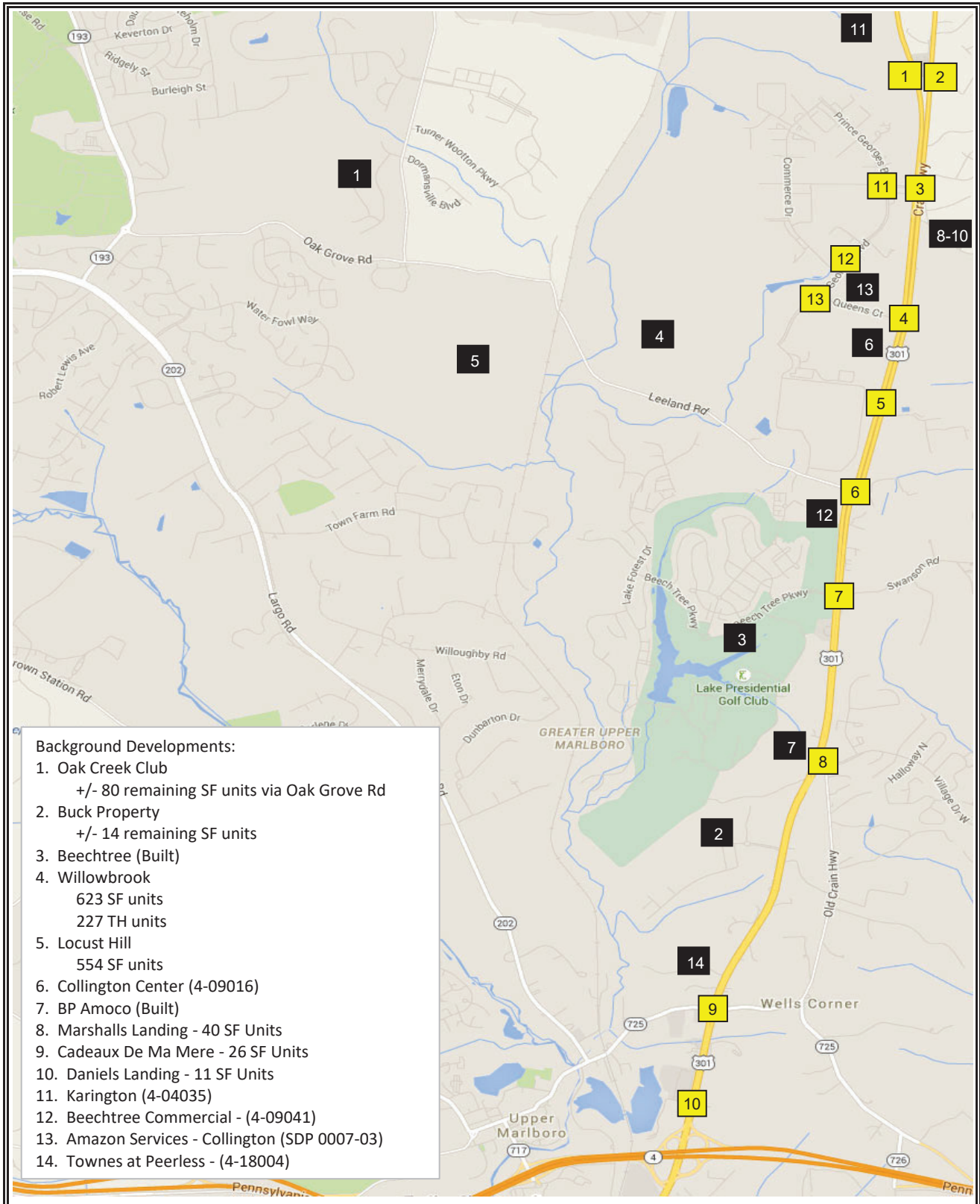
Traffic Impact Analysis



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 SEVERNA PARK, MD 21146  
 www.lenharttraffic.com

Trip Generation for Proposed Site

**Exhibit 2**



- Background Developments:**
1. Oak Creek Club  
+/- 80 remaining SF units via Oak Grove Rd
  2. Buck Property  
+/- 14 remaining SF units
  3. Beechtree (Built)
  4. Willowbrook  
623 SF units  
227 TH units
  5. Locust Hill  
554 SF units
  6. Collington Center (4-09016)
  7. BP Amoco (Built)
  8. Marshalls Landing - 40 SF Units
  9. Cadeaux De Ma Mere - 26 SF Units
  10. Daniels Landing - 11 SF Units
  11. Karington (4-04035)
  12. Beechtree Commercial - (4-09041)
  13. Amazon Services - Collington (SDP 0007-03)
  14. Townes at Peerless - (4-18004)

Traffic Impact Analysis



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**Background Development  
Location Map**

**Exhibit  
3**

### Trip Generation Rates

**Single-Family Housing (Prince Georges County Rates)**

Morning Trips = 0.75 x Units

20/80

Evening Trips = 0.90 x Units

65/35

**Townhouse (Prince Georges County Rates)**

Morning Trips = 0.70 x Units

20/80

Evening Trips = 0.80 x Units

65/35

**Multi-Family (garden and mid-rise, Prince Georges County Rates)**

Morning Trips = 0.52 x Units

20/80

Evening Trips = 0.60 x Units

65/35

**Industrial (Light Service, Prince Georges County Rates)**

Morning Trips = 0.86 x ksf

80/20

Evening Trips = 0.86 x ksf

20/80

**Shopping Center (General Urban/Suburban, ksf, ITE-820)**

Morning Trips = 0.5 x ksf + 151.78

62/38


Ln(Evening Trips) = 0.74 x Ln(ksf) + 2.89

48/52

### Trip Generation Totals

				AM Peak			PM Peak			
				In	Out	Total	In	Out	Total	
1	Oak Creek Club	<b>Built</b>								
2	Buck Property	<b>Built</b>								
3	Beechtree	<b>Built</b>								
4	Willowbrook (Amended Resolution 07-43(A))	Single-Family Housing (Prince Georges County Rates)	623 units	Subject Site Replacing Old Approval						
		Townhouse (Prince Georges County Rates)	227 units							
5	Locust Hill	Approved Trip Cap (4-06075, Resolution 07-28)			83	330	413	322	173	495
6	Collington Center	Industrial (Light Service, Prince Georges County Rates)	220,800 sq.ft.	152	38	190	38	152	190	
		Industrial (Light Service, Prince Georges County Rates)	87,400 sq.ft.	60	15	75	15	60	75	
		Shopping Center (General Urban/Suburban, ksf, ITE-820)	23,500 sq.ft.	102	62	164	89	97	186	
		Pass-by -50%		-51	-31	-82	-45	-49	-93	
Net New Offsite Trips				263	84	347	97	260	358	
7	BP Amoco	<b>Built</b>								
8	Marshalls Landing	Single-Family Detached (County Rates)	40 units	6	24	30	23	13	36	
9	Cadeaux DeMaMere	Single-Family Detached (County Rates)	26 units	4	16	20	15	8	23	
10	Daniels Landing	Single-Family Detached (County Rates)	11 units	2	6	8	7	3	10	
11	Karington	Net New Off-site Trips (4-04035, Resolution 04-247(C2)(A2))		669	644	1313	954	971	1925	
12	Beechtree Retail	Trip Cap per 4-09041 (Reconsideration Hearing)		129	107	236	407	406	813	
13	Amazon Services	Implied Trip Cap from SDP 0007-03		65	19	84	23	63	86	
14	Townes at Peerless (From Resolution 18- 115)	Residential	62 units	9	35	44	32	17	49	
		Commercial/Retail (ITE)	3,000 sq. ft.	17	15	32	16	17	33	
		Less 65% pass-by		-11	-10	-21	-10	-11	-21	
Total New Trips (Trip Cap from Resolution 18-115)				15	40	55	38	23	61	

NOTE: Trip Generation Rates obtained from the Prince George's County Guidelines and/or ITE Trip Generation Manual, 10th Edition

Traffic Impact Analysis	<b>Trip Generation for Background Developments</b>	<b>Exhibit 4</b>
 <b>LENHART TRAFFIC CONSULTING, INC.</b> 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 <a href="http://www.lenharttraffic.com">www.lenharttraffic.com</a>		

# Transportation Pre-Submittal Checklist for Development Applications

**The Checklist is for the purpose of determining whether a traffic study or counts will be needed in support of an application, and to ensure that basic access issues are considered early in the process. This Checklist is required ONLY for the following:**

- Subdivisions (4- applications, or 5- applications being done pursuant to 24-111(c))
- Rezoning requests for a comprehensive design or a mixed-use zone (A- applications)
- Comprehensive Design Plans (CDP- applications) • Conceptual Site Plans (CSP- applications)
- Detailed Site Plans ONLY within the Central US 1 Corridor Sector Plan area
- Special Exceptions involving the following uses:
  - Amusement Park      – Asphalt Mixing Plant      – Concrete Mixing Plant
  - Concrete Batching Plant      – Surface Mining

**In lieu of a signed Checklist, a signed Scoping Agreement or the actual traffic counts or traffic study may be provided to the Development Review Division.**

Project Name National Capital Business Park      Applicant's Name Manekin

Application Type Zoning Map Amendment      Case Number (if available) A-9968

Contact/Agent Mike Lenhart      Phone No. 410-216-3333x1

E-mail Address mlehart@lenharttraffic.com

Please provide a concept plan on letter-sized paper. The concept plan must show a general layout of the proposed uses, proposed points of access, and sufficient detail of nearby public streets, properties, and/or environmental features to allow the property to be located and assessed by staff.

Please describe the current development proposal in terms of size and access:

**Residential:**

	Single family residences (number)		Townhouse residences (number)
	Apartment or Condominium residences (number)		
	Number of residences that will be age-restricted (limited to elderly persons or families)		

**Non-Residential:**

	Square feet office	(describe)	
	Square feet retail	(describe)	
Up to 5,500,000	Square feet industrial	(describe)	Warehouse

**Other Uses:**

This includes places of worship, day care facilities, private schools, hotels, and other types of proposals. Please describe the size of the proposal using square footage, number of units or students, or any other appropriate measure.

**Access to the Site:**

Describe how the site will be accessed. Indicate the number of access points, where they are proposed, if existing streets or aprons will be used, and if any streets or aprons will be modified. This should match your concept plan.

Access to the site will be via a new eastbound leg at the intersection of Prince George's Boulevard & Queens Court.

<b>DO NOT COMPLETE – For Staff Use Only</b>			
Estimated Trip Generation	AM: 1400	PM: 1400	Other:
Data Need	Yes	No	Requirement for this Application
Traffic Study			If YES, have a traffic consultant scope the study using the Scoping Agreement and standards provided in "Transportation Review Guidelines, Part 1." The traffic study must be submitted during the pre-application review process.
Traffic Count			If YES, counts in lieu of a full study are required at the intersection(s) identified on the comment line below. Counts must be taken in accordance with the procedures in "Transportation Review Guidelines, Part 1." Any required counts must be submitted during the pre-application review process.
Other Transportation Study			If YES, please see comment line below.
Transportation Adequacy Finding Not Required by Application or De Minimus	x		None, unless other information is requested by comments above.
The site is proposed to have driveways accessing an arterial or higher-classification facility			If YES, it is recommended that the plan be revised to minimize access to the high-classification facility, as noted below. If that is not possible, a variation from Section 24-121(a)(3) must be reviewed and granted by the Planning Board during the subdivision process.
Insufficient information to make determination			If YES, please see comment line below and resubmit with sufficient information.
TPS Comments:			
Transportation Staffperson Signature		Date	
Transportation Staffperson's Name (printed)			
Transportation Staffperson's Phone and E-mail			

This is an initial assessment of the data required to complete review of the application. However, if the development proposal changes or if new information is determined during a detailed review of the application after its formal acceptance, the transportation staff shall reserve the right to request additional information in accordance with the findings required for the application.

**N  
O  
T  
E** Please submit this Checklist (both pages with the required concept plan) and any Scoping Agreements to the Transportation Planning Section. If submitted as a PDF by email, please send to tom.masog@ppd.mncppc.org, glen.burton@ppd.mncppc.org, and bryan.barnettwoods@ppd.mncppc.org. Hardcopies may be mailed or brought to our office.

The rear side of this page should be completed by the Transportation Planning Section and returned to the applicant within five (5) working days.

Weekday Morning Peak Hour (6:30 am - 9:30 am)																						
Time:	N/A Northbound					SB US 301 Southbound					N/A Eastbound					Median Crossover (Wawa) Westbound					Total	
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds		
6:30-6:45						4		303										36				343
6:45-7:00						6		323										39				368
7:00-7:15						0		335										45				380
7:15-7:30						4		401										27				432
7:30-7:45						1		421										8				430
7:45-8:00						2		387										22				411
8:00-8:15						1		420										37				458
8:15-8:30						3		392										22				417
8:30-8:45						6		355										12				373
8:45-9:00						1		412										20				433
9:00-9:15						0		375										33				408
9:15-9:30						3		356										33				392

Hourly Totals																						
6:30-7:30						14		1362										147				1523
6:45-7:45						11		1480										119				1610
7:00-8:00						7		1544										102				1653
7:15-8:15						8		1629										94				1731
7:30-8:30						7		1620										89				1716
7:45-8:45						12		1554										93				1659
8:00-9:00						11		1579										91				1681
8:15-9:15						10		1534										87				1631
8:30-9:30						10		1498										98				1606
AM Peak Hour	Northbound					Southbound					Eastbound					Westbound					Total	
7:15-8:15	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total	
						8		1629										94				1731

Weekday Evening Peak Hour (4 pm - 7 pm)																						
Time:	N/A Northbound					SB US 301 Southbound					N/A Eastbound					Median Crossover (Wawa) Westbound					Total	
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds		
4:00-4:15						2		459										24				485
4:15-4:30						6		469										12				487
4:30-4:45						1		544										30				575
4:45-5:00						6		500										26				532
5:00-5:15						1		556										22				579
5:15-5:30						1		451										42				494
5:30-5:45						4		491										22				517
5:45-6:00						6		470										38				514
6:00-6:15						4		454										10				468
6:15-6:30						2		486										23				511
6:30-6:45						0		461										30				491
6:45-7:00						1		352										20				373

Hourly Totals																						
4:00-5:00						15		1972										92				2079
4:15-5:15						14		2069										90				2173
4:30-5:30						9		2051										120				2180
4:45-5:45						12		1998										112				2122
5:00-6:00						12		1968										124				2104
5:15-6:15						15		1866										112				1993
5:30-6:30						16		1901										93				2010
5:45-6:45						12		1871										101				1984
6:00-7:00						7		1753										83				1843
PM Peak Hour	Northbound					Southbound					Eastbound					Westbound					Total	
4:30-5:30	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total	
						9		2051										120				2180

Peak Hour Turning Movement Count	Intersection: SB US 301 & Wawa Crossover Weather: Clear Count by: CountCAM - DSS Count Day/Date: Wednesday, November 10, 2021 County: Prince George's
 <b>LENHART TRAFFIC CONSULTING, INC.</b> 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com	




Weekday Morning Peak Hour (6:30 am - 9:30 am)																					
Time:	US 301 Northbound					N/A Southbound					Wawa Crossover Eastbound					N/A Westbound				Total	
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right		Peds
6:30-6:45		16	405									19									440
6:45-7:00		17	420									18									455
7:00-7:15		18	427									20									465
7:15-7:30		20	481									18									519
7:30-7:45		20	596									20									636
7:45-8:00		39	536									16									591
8:00-8:15		27	455									30									512
8:15-8:30		31	545									36									612
8:30-8:45		27	459									40									526
8:45-9:00		22	427									21									470
9:00-9:15		27	410									25									462
9:15-9:30		20	364									34									418

Hourly Totals																					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
6:30-7:30		71	1733									75									1879
6:45-7:45		75	1924									76									2075
7:00-8:00		97	2040									74									2211
7:15-8:15		106	2068									84									2258
7:30-8:30		117	2132									102									2351
7:45-8:45		124	1995									122									2241
8:00-9:00		107	1886									127									2120
8:15-9:15		107	1841									122									2070
8:30-9:30		96	1660									120									1876
<b>AM Peak Hour 7:30-8:30</b>		<b>Northbound</b>				<b>Southbound</b>					<b>Eastbound</b>					<b>Westbound</b>				<b>Total</b>	
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
		117	2132								102										2351

Weekday Evening Peak Hour (4 pm - 7 pm)																					
Time:	US 301 Northbound					N/A Southbound					Wawa Crossover Eastbound					N/A Westbound				Total	
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right		Peds
4:00-4:15		25	603									20									648
4:15-4:30		27	539									16									582
4:30-4:45		26	565									18									609
4:45-5:00		20	473									26									519
5:00-5:15		17	519									22									558
5:15-5:30		13	478									29									520
5:30-5:45		22	476									17									515
5:45-6:00		19	481									19									519
6:00-6:15		10	406									18									434
6:15-6:30		8	369									16									393
6:30-6:45		15	286									19									320
6:45-7:00		12	265									14									291

Hourly Totals																					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:00-5:00		98	2180									80									2358
4:15-5:15		90	2096									82									2268
4:30-5:30		76	2035									95									2206
4:45-5:45		72	1946									94									2112
5:00-6:00		71	1954									87									2112
5:15-6:15		64	1841									83									1988
5:30-6:30		59	1732									70									1861
5:45-6:45		52	1542									72									1666
6:00-7:00		45	1326									67									1438
<b>PM Peak Hour 4:00-5:00</b>		<b>Northbound</b>				<b>Southbound</b>					<b>Eastbound</b>					<b>Westbound</b>				<b>Total</b>	
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
		98	2180								80										2358

Peak Hour Turning Movement Count	Intersection: NB US 301 & Wawa Crossover Weather: Clear Count by: CountCam-DSS Count Day/Date: Tuesday, December 14, 2021 County: Prince George's
 <b>LENHART TRAFFIC CONSULTING, INC.</b> 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com	

Weekday Morning Peak Hour (6:30 am - 9:30 am)																					
Time:	US 301 Northbound					US 301 Southbound					Trade Zone Avenue Eastbound					Clagett Landing Road Westbound					Total
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
6:30-6:45	0	32	392	11	0	0	0	261	78	0	0	32	2	11	0	0	0	0	0	0	819
6:45-7:00	0	40	439	8	0	0	0	254	108	0	0	35	8	7	0	0	0	0	0	0	899
7:00-7:15	0	46	471	4	0	0	0	282	98	0	0	32	1	12	0	0	0	0	0	0	946
7:15-7:30	0	50	596	0	0	0	0	346	82	0	0	37	1	16	0	0	0	0	0	0	1128
7:30-7:45	0	41	560	5	0	0	0	348	81	0	0	46	2	11	0	0	0	0	0	0	1094
7:45-8:00	1	50	523	3	0	0	0	324	85	0	0	28	0	13	0	0	0	0	0	0	1027
8:00-8:15	1	48	486	1	0	0	0	373	84	0	0	50	2	14	0	0	0	0	0	0	1059
8:15-8:30	0	35	478	2	0	0	0	338	76	0	0	43	1	19	0	0	0	0	0	0	992
8:30-8:45	0	33	483	2	0	0	0	310	57	0	0	41	0	14	0	0	0	0	0	0	940
8:45-9:00	0	27	483	2	0	0	0	345	87	0	0	45	1	18	0	0	0	0	0	0	1008
9:00-9:15	0	17	330	1	0	0	0	335	73	0	0	47	0	16	0	0	0	0	0	0	819
9:15-9:30	0	27	332	5	0	0	0	319	70	0	0	43	0	12	0	0	0	0	0	0	808

Hourly Totals																					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
6:30-7:30	0	168	1898	23	0	0	0	1143	366	0	0	136	12	46	0	0	0	0	0	0	3792
6:45-7:45	0	177	2066	17	0	0	0	1230	369	0	0	150	12	46	0	0	0	0	0	0	4067
7:00-8:00	1	187	2150	12	0	0	0	1300	346	0	0	143	4	52	0	0	0	0	0	0	4195
7:15-8:15	2	189	2165	9	0	0	0	1391	332	0	0	161	5	54	0	0	0	0	0	0	4308
7:30-8:30	2	174	2047	11	0	0	0	1383	326	0	0	167	5	57	0	0	0	0	0	0	4172
7:45-8:45	2	166	1970	8	0	0	0	1345	302	0	0	162	3	60	0	0	0	0	0	0	4018
8:00-9:00	1	143	1930	7	0	0	0	1366	304	0	0	179	4	65	0	0	0	0	0	0	3999
8:15-9:15	0	112	1774	7	0	0	0	1328	293	0	0	176	2	67	0	0	0	0	0	0	3759
8:30-9:30	0	104	1628	10	0	0	0	1309	287	0	0	176	1	60	0	0	0	0	0	0	3575


AM Peak Hour	Northbound					Southbound					Eastbound					Westbound					Total
7:15-8:15	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
7:15-8:15	2	189	2165	9	0	0	0	1391	332	0	0	161	5	54	0	0	0	0	0	0	4308

Weekday Evening Peak Hour (4 pm - 7 pm)																					
Time:	US 301 Northbound					US 301 Southbound					Trade Zone Avenue Eastbound					Clagett Landing Road Westbound					Total
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
4:00-4:15	0	13	417	1	0	0	0	431	52	0	0	163	2	57	0	0	0	0	0	0	1136
4:15-4:30	0	16	430	8	0	0	0	442	39	0	0	94	0	31	0	0	0	0	0	0	1060
4:30-4:45	0	15	449	0	0	0	0	545	29	0	0	76	0	43	0	0	0	0	0	1	1157
4:45-5:00	1	20	403	1	0	0	0	483	43	0	0	77	0	18	0	0	0	0	1	0	1047
5:00-5:15	1	28	454	0	0	0	0	527	51	0	0	97	0	54	0	0	0	0	0	0	1212
5:15-5:30	1	22	410	0	0	0	0	460	33	0	0	68	0	28	0	0	0	0	1	0	1023
5:30-5:45	0	21	461	0	0	0	0	483	30	0	0	60	0	29	0	0	0	0	0	0	1084
5:45-6:00	0	17	380	1	0	0	0	469	39	0	0	50	1	19	0	0	0	0	0	0	976
6:00-6:15	0	27	437	0	0	0	0	425	39	0	0	56	0	32	0	0	0	0	0	0	1016
6:15-6:30	0	20	340	1	0	0	0	461	48	0	0	50	0	19	0	0	0	0	0	0	939
6:30-6:45	0	14	282	0	0	0	0	454	37	0	0	45	0	17	0	0	0	0	0	0	849
6:45-7:00	0	24	233	0	0	0	0	341	31	0	0	33	0	17	0	0	0	0	0	0	679

Hourly Totals																					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:00-5:00	1	64	1699	10	0	0	0	1901	163	0	0	410	2	149	0	0	0	0	1	1	4401
4:15-5:15	2	79	1736	9	0	0	0	1997	162	0	0	344	0	146	0	0	0	0	1	1	4477
4:30-5:30	3	85	1716	1	0	0	0	2015	156	0	0	318	0	143	0	0	0	0	2	1	4440
4:45-5:45	3	91	1728	1	0	0	0	1953	157	0	0	302	0	129	0	0	0	0	2	0	4366
5:00-6:00	2	88	1705	1	0	0	0	1939	153	0	0	275	1	130	0	0	0	0	1	0	4295
5:15-6:15	1	87	1688	1	0	0	0	1837	141	0	0	234	1	108	0	0	0	0	1	0	4099
5:30-6:30	0	85	1618	2	0	0	0	1838	156	0	0	216	1	99	0	0	0	0	0	0	4015
5:45-6:45	0	78	1439	2	0	0	0	1809	163	0	0	201	1	87	0	0	0	0	0	0	3780
6:00-7:00	0	85	1292	1	0	0	0	1681	155	0	0	184	0	85	0	0	0	0	0	0	3483

PM Peak Hour	Northbound					Southbound					Eastbound					Westbound					Total
4:15-5:15	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:15-5:15	2	79	1736	9	0	0	0	1997	162	0	0	344	0	146	0	0	0	0	1	1	4477

Peak Hour  
Turning Movement Count



**LENHART TRAFFIC CONSULTING, INC.**  
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214  
SEVERNA PARK, MD 21146  
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Intersection: US 301 at Trade Zone Avenue  
Weather: Clear  
Count by: Count Cam DSS  
Count Day/Date: Wednesday, November 10, 2021  
County: Prince George's

Weekday Morning Peak Hour (6:30 am - 9:30 am)																					
Time:	US 301 Northbound					US 301 Southbound					Queens Court Eastbound					N/A Westbound					Total
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
6:30-6:45	0	0	422		0	0		199	23	0	0	0		10	0					0	654
6:45-7:00	0	0	453		0	0		255	26	0	0	0		6	0					0	740
7:00-7:15	0	0	493		0	0		300	26	0	0	0		10	0					0	829
7:15-7:30	0	0	525		0	0		327	31	0	0	0		11	0					0	894
7:30-7:45	0	0	617		0	0		321	38	0	0	0		5	0					0	981
7:45-8:00	0	0	602		0	0		340	52	0	0	0		12	0					0	1006
8:00-8:15	0	0	509		0	0		306	50	0	0	0		21	0					0	886
8:15-8:30	0	0	560		0	0		318	48	0	0	0		89	0					0	1015
8:30-8:45	0	0	474		0	0		357	32	0	1	0		71	0					0	935
8:45-9:00	0	0	492		0	0		322	39	0	0	0		36	0					0	889
9:00-9:15	0	0	417		0	0		287	15	0	0	0		46	0					0	765
9:15-9:30	0	0	377		0	0		245	37	0	0	0		31	0					0	690

Hourly Totals																						
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total	
6:30-7:30	0	0	1893		0	0		1081	106	0	0	0		37	0					0	3117	
6:45-7:45	0	0	2088		0	0		1203	121	0	0	0		32	0					0	3444	
7:00-8:00	0	0	2237		0	0		1288	147	0	0	0		38	0					0	3710	
7:15-8:15	0	0	2253		0	0		1294	171	0	0	0		49	0					0	3767	
7:30-8:30	0	0	2288		0	0		1285	188	0	0	0		127	0					0	3888	
7:45-8:45	0	0	2145		0	0		1321	182	0	1	0		193	0					0	3842	
8:00-9:00	0	0	2035		0	0		1303	169	0	1	0		217	0					0	3725	
8:15-9:15	0	0	1943		0	0		1284	134	0	1	0		242	0					0	3604	
8:30-9:30	0	0	1760		0	0		1211	123	0	1	0		184	0					0	3279	
AM Peak Hour	Northbound					Southbound					Eastbound					Westbound					Total	
7:30-8:30	0	0	2288		0	0		1285	188	0	0	0		127	0						0	3888

Weekday Evening Peak Hour (4 pm - 7 pm)																					
Time:	US 301 Northbound					US 301 Southbound					Queens Court Eastbound					N/A Westbound					Total
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
4:00-4:15	0	0	453		0	0		607	27	0	0	0		143	0					0	1230
4:15-4:30	0	0	507		0	0		461	26	0	0	0		34	0					0	1028
4:30-4:45	0	0	525		0	0		556	24	0	0	0		35	1					0	1140
4:45-5:00	0	0	473		0	0		500	22	0	0	0		29	0					0	1024
5:00-5:15	0	0	497		0	0		527	23	0	0	0		36	0					0	1083
5:15-5:30	0	0	435		0	0		525	12	0	0	0		26	0					0	998
5:30-5:45	0	0	468		0	0		496	29	0	0	0		17	0					0	1010
5:45-6:00	0	0	389		0	0		530	15	0	0	0		19	0					0	953
6:00-6:15	0	0	411		0	0		495	14	0	0	0		20	0					0	940
6:15-6:30	0	0	309		0	0		490	18	0	0	0		21	0					0	838
6:30-6:45	0	0	292		0	0		363	13	0	0	0		25	0					0	693
6:45-7:00	0	0	245		0	0		324	10	0	0	0		12	0					0	591

Hourly Totals																						
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total	
4:00-5:00	0	0	1958		0	0		2124	99	0	0	0		241	1					0	4423	
4:15-5:15	0	0	2002		0	0		2044	95	0	0	0		134	1					0	4276	
4:30-5:30	0	0	1930		0	0		2108	81	0	0	0		126	1					0	4246	
4:45-5:45	0	0	1873		0	0		2048	86	0	0	0		108	0					0	4115	
5:00-6:00	0	0	1789		0	0		2078	79	0	0	0		98	0					0	4044	
5:15-6:15	0	0	1703		0	0		2046	70	0	0	0		82	0					0	3901	
5:30-6:30	0	0	1577		0	0		2011	76	0	0	0		77	0					0	3741	
5:45-6:45	0	0	1401		0	0		1878	60	0	0	0		85	0					0	3424	
6:00-7:00	0	0	1257		0	0		1672	55	0	0	0		78	0					0	3062	
PM Peak Hour	Northbound					Southbound					Eastbound					Westbound					Total	
4:00-5:00	0	0	1958		0	0		2124	99	0	0	0		241	1						0	4423


Peak Hour Turning Movement Count	Intersection: US 301 at Queens Court Weather: Clear Count by: Count Cam DSS Count Day/Date: Tuesday, December 14, 2021 County: Prince George's
 <b>LENHART TRAFFIC CONSULTING, INC.</b> 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com	

Weekday Morning Peak Hour (6:30 am - 9:30 am)																			Total		
US 301 Northbound					US 301 Southbound					N/A Eastbound					N/A Westbound						
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
6:30-6:45	0		422		0	0		209		0											631
6:45-7:00	0		453		0	0		261		0											714
7:00-7:15	0		492		0	1		309		0											802
7:15-7:30	1		525		0	0		338		0											864
7:30-7:45	0		616		0	1		325		0											942
7:45-8:00	0		600		0	2		350		0											952
8:00-8:15	0		507		0	2		325		0											834
8:15-8:30	0		560		0	0		407		0											967
8:30-8:45	1		474		0	0		428		0											903
8:45-9:00	1		489		0	3		355		0											848
9:00-9:15	0		413		0	4		329		0											746
9:15-9:30	0		376		0	1		275		0											652

Hourly Totals																			Total			
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru		Right	Peds	
6:30-7:30	1		1892		0	1		1117		0											3011	
6:45-7:45	1		2086		0	2		1233		0											3322	
7:00-8:00	1		2233		0	4		1322		0											3560	
7:15-8:15	1		2248		0	5		1338		0											3592	
7:30-8:30	0		2283		0	5		1407		0											3695	
7:45-8:45	1		2141		0	4		1510		0											3656	
8:00-9:00	2		2030		0	5		1515		0											3552	
8:15-9:15	2		1936		0	7		1519		0											3464	
8:30-9:30	2		1752		0	8		1387		0											3149	
<b>AM Peak Hour</b>	<b>Northbound</b>					<b>Southbound</b>					<b>Eastbound</b>					<b>Westbound</b>				<b>Total</b>		
<b>7:30-8:30</b>	<b>U-Turn</b>	<b>Left</b>	<b>Thru</b>	<b>Right</b>	<b>Peds</b>	<b>U-Turn</b>	<b>Left</b>	<b>Thru</b>	<b>Right</b>	<b>Peds</b>	<b>U-Turn</b>	<b>Left</b>	<b>Thru</b>	<b>Right</b>	<b>Peds</b>	<b>U-Turn</b>	<b>Left</b>	<b>Thru</b>	<b>Right</b>		<b>Peds</b>	<b>3695</b>
	<b>0</b>		<b>2283</b>		<b>0</b>	<b>5</b>		<b>1407</b>		<b>0</b>												

Weekday Evening Peak Hour (4 pm - 7 pm)																			Total		
US 301 Northbound					US 301 Southbound					N/A Eastbound					N/A Westbound						
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
4:00-4:15	2		449		0	4		746		0											1201
4:15-4:30	1		502		0	5		490		0											998
4:30-4:45	1		522		0	3		588		0											1114
4:45-5:00	0		473		0	0		529		0											1002
5:00-5:15	0		491		0	6		557		0											1054
5:15-5:30	3		435		0	0		551		0											989
5:30-5:45	3		467		0	1		512		0											983
5:45-6:00	0		387		0	2		547		0											936
6:00-6:15	1		411		0	0		515		0											927
6:15-6:30	3		306		0	3		508		0											820
6:30-6:45	1		290		0	2		386		0											679
6:45-7:00	5		243		0	2		334		0											584

Hourly Totals																			Total			
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru		Right	Peds	
4:00-5:00	4		1946		0	12		2353		0											4315	
4:15-5:15	2		1988		0	14		2164		0											4168	
4:30-5:30	4		1921		0	9		2225		0											4159	
4:45-5:45	6		1866		0	7		2149		0											4028	
5:00-6:00	6		1780		0	9		2167		0											3962	
5:15-6:15	7		1700		0	3		2125		0											3835	
5:30-6:30	7		1571		0	6		2082		0											3666	
5:45-6:45	5		1394		0	7		1956		0											3362	
6:00-7:00	10		1250		0	7		1743		0											3010	
<b>PM Peak Hour</b>	<b>Northbound</b>					<b>Southbound</b>					<b>Eastbound</b>					<b>Westbound</b>				<b>Total</b>		
<b>4:00-5:00</b>	<b>U-Turn</b>	<b>Left</b>	<b>Thru</b>	<b>Right</b>	<b>Peds</b>	<b>U-Turn</b>	<b>Left</b>	<b>Thru</b>	<b>Right</b>	<b>Peds</b>	<b>U-Turn</b>	<b>Left</b>	<b>Thru</b>	<b>Right</b>	<b>Peds</b>	<b>U-Turn</b>	<b>Left</b>	<b>Thru</b>	<b>Right</b>		<b>Peds</b>	<b>4315</b>
	<b>4</b>		<b>1946</b>		<b>0</b>	<b>12</b>		<b>2353</b>		<b>0</b>												

Peak Hour Turning Movement Count	Intersection: US 301 @ Cut Through Weather: Clear Count by: Count Cam DSS Count Day/Date: Tuesday, December 14, 2021 County: Prince George's
 <b>LENHART TRAFFIC CONSULTING, INC.</b> 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com	

Weekday Morning Peak Hour (6:30 am - 9:30 am)																					
Time:	US 301 Northbound					US 301 Southbound					Leeland Rd Eastbound					N/A Westbound					Total
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
6:30-6:45	2	6	421		0	0		251	8	0	0	20		1	0						709
6:45-7:00	0	5	446		0	0		267	8	0	0	17		6	0						749
7:00-7:15	1	7	516		0	0		295	9	0	0	28		7	0						863
7:15-7:30	0	7	597		0	0		352	8	0	0	40		18	0						1022
7:30-7:45	1	3	564		0	0		331	17	0	0	51		15	0						982
7:45-8:00	0	18	543		0	0		410	21	0	0	36		11	0						1039
8:00-8:15	0	9	522		0	0		383	24	0	0	39		17	0						994
8:15-8:30	0	9	536		0	0		383	22	0	0	31		21	0						1002
8:30-8:45	3	11	483		0	0		338	16	0	0	41		14	3						906
8:45-9:00	0	6	481		0	0		349	10	0	0	20		9	3						875
9:00-9:15	0	8	339		0	0		354	14	0	0	23		10	0						748
9:15-9:30	0	2	353		0	0		329	10	0	0	29		13	7						736

Hourly Totals																					
6:30-7:30	3	25	1980		0	0		1165	33	0	0	105		32	0						3343
6:45-7:45	2	22	2123		0	0		1245	42	0	0	136		46	0						3616
7:00-8:00	2	35	2220		0	0		1388	55	0	0	155		51	0						3906
7:15-8:15	1	37	2226		0	0		1476	70	0	0	166		61	0						4037
7:30-8:30	1	39	2165		0	0		1507	84	0	0	157		64	0						4017
7:45-8:45	3	47	2084		0	0		1514	83	0	0	147		63	3						3944
8:00-9:00	3	35	2022		0	0		1453	72	0	0	131		61	6						3783
8:15-9:15	3	34	1839		0	0		1424	62	0	0	115		54	6						3537
8:30-9:30	3	27	1656		0	0		1370	50	0	0	113		46	13						3278


AM Peak Hour	Northbound					Southbound					Eastbound					Westbound					Total
7:15-8:15	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	4037
	1	37	2226		0	0		1476	70	0	0	166		61	0						

Weekday Evening Peak Hour (4 pm - 7 pm)																					
Time:	US 301 Northbound					US 301 Southbound					Leeland Rd Eastbound					N/A Westbound					Total
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
4:00-4:15	1	6	417		0	0		556	31	0	0	25		13	1						1049
4:15-4:30	0	9	491		0	0		566	23	0	0	18		7	0						1114
4:30-4:45	1	7	450		0	0		478	21	0	0	19		11	0						987
4:45-5:00	1	6	479		0	0		528	27	0	0	21		8	0						1070
5:00-5:15	0	3	451		0	0		538	22	0	0	16		14	0						1044
5:15-5:30	1	6	462		0	0		519	29	0	0	17		9	0						1043
5:30-5:45	1	7	437		0	0		580	22	0	0	13		9	0						1069
5:45-6:00	2	5	421		0	0		510	15	0	0	17		11	0						981
6:00-6:15	2	10	354		0	0		509	25	0	0	9		5	0						914
6:15-6:30	0	7	326		0	0		385	21	0	0	16		7	0						762
6:30-6:45	0	2	290		0	0		453	20	0	0	5		2	0						772
6:45-7:00	1	5	242		0	0		359	16	0	0	4		4	0						631

Hourly Totals																					
4:00-5:00	3	28	1837		0	0		2128	102	0	0	83		39	1						4221
4:15-5:15	2	25	1871		0	0		2110	93	0	0	74		40	0						4215
4:30-5:30	3	22	1842		0	0		2063	99	0	0	73		42	0						4144
4:45-5:45	3	22	1829		0	0		2165	100	0	0	67		40	0						4226
5:00-6:00	4	21	1771		0	0		2147	88	0	0	63		43	0						4137
5:15-6:15	6	28	1674		0	0		2118	91	0	0	56		34	0						4007
5:30-6:30	5	29	1538		0	0		1984	83	0	0	55		32	0						3726
5:45-6:45	4	24	1391		0	0		1857	81	0	0	47		25	0						3429
6:00-7:00	3	24	1212		0	0		1706	82	0	0	34		18	0						3079

PM Peak Hour	Northbound					Southbound					Eastbound					Westbound					Total
4:45-5:45	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	4226
	3	22	1829		0	0		2165	100	0	0	67		40	0						

Peak Hour  
Turning Movement Count



**LENHART TRAFFIC CONSULTING, INC.**  
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214  
SEVERNA PARK, MD 21146  
www.lenharttraffic.com

Intersection: US 301 & Leeland Rd  
Weather: Clear  
Count by: Count Cam DSS  
Count Day/Date: 11/10/2021  
County: Prince George's

Weekday Morning Peak Hour (6:30 am - 9:30 am)																					
Time:	US 301 Northbound					US 301 Southbound					Beech Tree Pkwy Eastbound					Swanson Road Westbound					Total
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
6:30-6:45	0	4	410	0	0	0	0	246	4	0	0	37	0	16	0	0	1	0	1	0	719
6:45-7:00	0	5	427	0	0	0	1	249	4	0	0	40	0	31	0	0	0	0	1	0	758
7:00-7:15	0	8	502	1	0	4	0	275	15	0	0	30	0	19	0	0	0	0	3	0	857
7:15-7:30	0	12	580	0	0	1	0	360	23	0	0	43	0	13	0	0	0	0	2	0	1034
7:30-7:45	0	11	560	0	0	0	0	332	13	0	0	24	0	22	0	0	2	0	0	0	964
7:45-8:00	0	13	547	0	0	1	0	328	20	0	0	19	0	15	0	0	1	0	2	0	946
8:00-8:15	0	17	496	0	0	1	2	341	26	0	0	23	0	15	0	0	1	0	1	0	923
8:15-8:30	2	15	519	1	0	0	3	382	25	0	1	15	0	14	0	0	2	0	1	0	980
8:30-8:45	0	12	480	0	0	0	0	336	25	0	0	16	1	18	2	0	0	0	0	0	888
8:45-9:00	1	19	455	2	0	0	0	352	30	0	0	16	0	11	3	0	5	2	1	0	894
9:00-9:15	2	17	333	0	0	0	1	348	20	0	0	24	0	7	2	0	0	0	1	0	753
9:15-9:30	4	9	326	2	0	0	0	334	27	0	0	16	0	11	9	0	2	0	1	0	732

Hourly Totals																					
6:30-7:30	0	29	1919	1	0	5	1	1130	46	0	0	150	0	79	0	0	1	0	7	0	3368
6:45-7:45	0	36	2069	1	0	5	1	1216	55	0	0	137	0	85	0	0	2	0	6	0	3613
7:00-8:00	0	44	2189	1	0	6	0	1295	71	0	0	116	0	69	0	0	3	0	7	0	3801
7:15-8:15	0	53	2183	0	0	3	2	1361	82	0	0	109	0	65	0	0	4	0	5	0	3867
7:30-8:30	2	56	2122	1	0	2	5	1383	84	0	1	81	0	66	0	0	6	0	4	0	3813
7:45-8:45	2	57	2042	1	0	2	5	1387	96	0	1	73	1	62	2	0	4	0	4	0	3739
8:00-9:00	3	63	1950	3	0	1	5	1411	106	0	1	70	1	58	5	0	8	2	3	0	3690
8:15-9:15	5	63	1787	3	0	0	4	1418	100	0	1	71	1	50	7	0	7	2	3	0	3522
8:30-9:30	7	57	1594	4	0	0	1	1370	102	0	0	72	1	47	16	0	7	2	3	0	3283

AM Peak Hour	Northbound					Southbound					Eastbound					Westbound					Total
7:15-8:15	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
7:15-8:15	0	53	2183	0	0	3	2	1361	82	0	0	109	0	65	0	0	4	0	5	0	3867

Weekday Evening Peak Hour (4 pm - 7 pm)																					
Time:	US 301 Northbound					US 301 Southbound					Beech Tree Pkwy Eastbound					Swanson Road Westbound					Total
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
4:00-4:15	3	21	394	2	0	1	0	480	36	0	0	34	0	31	0	0	0	0	0	0	1002
4:15-4:30	1	14	457	0	0	0	2	479	36	0	0	32	0	14	0	0	0	0	1	0	1036
4:30-4:45	2	34	408	0	0	1	1	475	45	0	0	27	0	22	0	0	3	0	0	0	1018
4:45-5:00	1	27	453	2	0	1	4	488	54	0	0	34	0	20	0	0	1	0	3	0	1088
5:00-5:15	3	18	352	0	0	2	1	497	54	0	0	40	0	22	0	0	1	0	1	0	991
5:15-5:30	3	18	460	0	0	0	2	443	67	0	0	45	0	22	0	0	2	1	1	0	1064
5:30-5:45	1	29	395	2	0	0	2	403	82	0	0	36	1	26	0	0	2	1	3	0	983
5:45-6:00	1	31	411	0	0	0	1	428	60	0	0	26	0	32	0	0	0	0	1	0	991
6:00-6:15	2	23	379	0	0	0	2	423	68	0	0	31	0	14	0	0	0	0	1	0	943
6:15-6:30	1	32	330	2	0	0	2	449	60	0	0	27	0	13	0	0	1	0	2	0	919
6:30-6:45	1	19	249	0	0	1	1	438	67	0	0	22	0	16	0	0	1	0	1	0	816
6:45-7:00	2	15	209	0	0	0	0	343	59	0	0	27	0	16	0	0	1	0	0	0	672

Hourly Totals																					
4:00-5:00	7	96	1712	4	0	3	7	1922	171	0	0	127	0	87	0	0	4	0	4	0	4144
4:15-5:15	7	93	1670	2	0	4	8	1939	189	0	0	133	0	78	0	0	5	0	5	0	4133
4:30-5:30	9	97	1673	2	0	4	8	1903	220	0	0	146	0	86	0	0	7	1	5	0	4161
4:45-5:45	8	92	1660	4	0	3	9	1831	257	0	0	155	1	90	0	0	6	2	8	0	4126
5:00-6:00	8	96	1618	2	0	2	6	1771	263	0	0	147	1	102	0	0	5	2	6	0	4029
5:15-6:15	7	101	1645	2	0	0	7	1697	277	0	0	138	1	94	0	0	4	2	6	0	3981
5:30-6:30	5	115	1515	4	0	0	7	1703	270	0	0	120	1	85	0	0	3	1	7	0	3836
5:45-6:45	5	105	1369	2	0	1	6	1738	255	0	0	106	0	75	0	0	2	0	5	0	3669
6:00-7:00	6	89	1167	2	0	1	5	1653	254	0	0	107	0	59	0	0	3	0	4	0	3350

PM Peak Hour	Northbound					Southbound					Eastbound					Westbound					Total
4:30-5:30	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:30-5:30	9	97	1673	2	0	4	8	1903	220	0	0	146	0	86	0	0	7	1	5	0	4161

Peak Hour Turning Movement Count	Intersection: US 301 & Swanson Road Weather: Clear Count by: Count Cam DSS Count Day/Date: 11/10/2021 County: Prince George's
 <b>LENHART TRAFFIC CONSULTING, INC.</b> 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com	

Weekday Morning Peak Hour (6:30 am - 9:30 am)																					
Time:	US 301 Northbound					US 301 Southbound					Village Drive Eastbound					Village Drive Westbound					Total
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
6:30-6:45	0	1	329	13	0	0	13	217	2	0	0	1	0	12	0	0	21	2	82	0	693
6:45-7:00	1	0	301	13	0	1	15	256	1	0	0	4	1	5	0	0	26	0	119	0	743
7:00-7:15	0	0	348	15	0	0	16	256	1	0	0	0	0	6	0	0	35	2	160	0	839
7:15-7:30	0	1	428	13	0	0	25	313	2	0	0	1	0	10	0	0	23	1	146	0	963
7:30-7:45	1	4	444	19	0	0	26	312	3	0	0	3	2	11	0	1	31	0	116	0	973
7:45-8:00	0	3	435	22	0	0	19	322	0	0	0	4	1	6	0	0	27	1	134	0	974
8:00-8:15	0	2	398	16	0	0	19	305	1	0	0	2	4	15	0	0	22	0	109	0	893
8:15-8:30	0	3	440	10	0	0	26	353	1	0	0	5	2	10	0	0	9	2	98	0	959
8:30-8:45	0	2	372	13	0	0	21	294	1	0	0	5	3	11	0	1	22	2	101	0	848
8:45-9:00	0	1	357	9	0	0	22	310	1	0	0	7	1	13	0	0	16	6	84	0	827
9:00-9:15	0	1	312	26	0	0	13	321	2	0	0	4	4	18	0	0	13	4	60	0	778
9:15-9:30	0	2	265	16	0	0	32	297	2	0	0	4	1	12	0	0	13	6	64	0	714

Hourly Totals																					
6:30-7:30	1	2	1406	54	0	1	69	1042	6	0	0	6	1	33	0	0	105	5	507	0	3238
6:45-7:45	2	5	1521	60	0	1	82	1137	7	0	0	8	3	32	0	1	115	3	541	0	3518
7:00-8:00	1	8	1655	69	0	0	86	1203	6	0	0	8	3	33	0	1	116	4	556	0	3749
7:15-8:15	1	10	1705	70	0	0	89	1252	6	0	0	10	7	42	0	1	103	2	505	0	3803
7:30-8:30	1	12	1717	67	0	0	90	1292	5	0	0	14	9	42	0	1	89	3	457	0	3799
7:45-8:45	0	10	1645	61	0	0	85	1274	3	0	0	16	10	42	0	1	80	5	442	0	3674
8:00-9:00	0	8	1567	48	0	0	88	1262	4	0	0	19	10	49	0	1	69	10	392	0	3527
8:15-9:15	0	7	1481	58	0	0	82	1278	5	0	0	21	10	52	0	1	60	14	343	0	3412
8:30-9:30	0	6	1306	64	0	0	88	1222	6	0	0	20	9	54	0	1	64	18	309	0	3167


AM Peak Hour	Northbound					Southbound					Eastbound					Westbound					Total
7:15-8:15	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
	1	10	1705	70	0	0	89	1252	6	0	0	10	7	42	0	1	103	2	505	0	3803

Weekday Evening Peak Hour (4 pm - 7 pm)																					
Time:	US 301 Northbound					US 301 Southbound					Village Drive Eastbound					Village Drive Westbound					Total
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
4:00-4:15	0	3	366	46	0	0	84	455	1	0	0	3	3	7	0	0	9	3	67	0	1047
4:15-4:30	1	1	358	40	0	1	114	373	2	0	0	4	9	13	0	0	12	2	61	0	991
4:30-4:45	1	6	429	31	0	0	103	446	3	0	0	2	10	8	0	0	12	7	49	0	1107
4:45-5:00	0	3	371	29	0	1	105	383	2	0	0	1	8	14	0	0	9	3	53	0	982
5:00-5:15	0	7	352	36	0	0	100	419	1	0	0	4	6	10	0	1	6	2	59	0	1003
5:15-5:30	0	2	371	51	0	1	99	324	0	0	0	7	10	6	0	0	14	3	61	0	949
5:30-5:45	0	7	382	49	0	1	97	421	0	0	0	6	10	8	0	0	18	1	50	0	1050
5:45-6:00	2	3	348	44	0	0	70	373	0	0	0	3	7	9	0	0	17	4	44	0	924
6:00-6:15	2	4	337	49	0	1	82	324	0	1	0	3	6	9	0	0	26	3	54	0	900
6:15-6:30	1	4	276	25	0	0	50	385	3	1	0	4	7	9	0	0	19	3	40	0	826
6:30-6:45	0	1	234	43	0	0	67	340	3	0	0	3	4	18	0	0	8	3	34	0	758
6:45-7:00	1	0	203	39	0	0	60	282	0	0	0	3	6	7	0	0	15	3	23	0	642

Hourly Totals																					
4:00-5:00	2	13	1524	146	0	2	406	1657	8	0	0	10	30	42	0	0	42	15	230	0	4127
4:15-5:15	2	17	1510	136	0	2	422	1621	8	0	0	11	33	45	0	1	39	14	222	0	4083
4:30-5:30	1	18	1523	147	0	2	407	1572	6	0	0	14	34	38	0	1	41	15	222	0	4041
4:45-5:45	0	19	1476	165	0	3	401	1547	3	0	0	18	34	38	0	1	47	9	223	0	3984
5:00-6:00	2	19	1453	180	0	2	366	1537	1	0	0	20	33	33	0	1	55	10	214	0	3926
5:15-6:15	4	16	1438	193	0	3	348	1442	0	1	0	19	33	32	0	0	75	11	209	0	3824
5:30-6:30	5	18	1343	167	0	2	299	1503	3	2	0	16	30	35	0	0	80	11	188	0	3702
5:45-6:45	5	12	1195	161	0	1	269	1422	6	2	0	13	24	45	0	0	70	13	172	0	3410
6:00-7:00	4	9	1050	156	0	1	259	1331	6	2	0	13	23	43	0	0	68	12	151	0	3128

PM Peak Hour	Northbound					Southbound					Eastbound					Westbound					Total
4:00-5:00	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
	2	13	1524	146	0	2	406	1657	8	0	0	10	30	42	0	0	42	15	230	0	4127

Peak Hour  
Turning Movement Count



**LENHART TRAFFIC CONSULTING, INC.**  
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214  
SEVERNA PARK, MD 21146  
www.lenharttraffic.com

Intersection: US 301 at Village Drive  
Weather: Clear  
Count by: Count Cam DSS  
Count Day/Date: Wednesday, November 10, 2021  
County: Prince George's

Weekday Morning Peak Hour (6:30 am - 9:30 am)																				Total	
US 301 Northbound					US 301 Southbound					MD 725 Eastbound					MD 725 Westbound						
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
6:30-6:45	1	65	301	5	0	1	1	233	46	0	0	42	4	45	0	0	28	27	6	0	805
6:45-7:00	2	67	272	11	0	0	3	240	67	0	0	45	7	41	0	0	42	53	23	0	873
7:00-7:15	1	62	323	11	0	2	0	255	54	0	0	53	2	66	0	0	69	93	23	0	1014
7:15-7:30	1	73	351	14	0	3	3	291	74	0	0	50	2	54	0	0	31	58	17	0	1022
7:30-7:45	4	90	371	13	0	0	2	322	75	0	0	60	6	51	0	0	33	48	9	0	1084
7:45-8:00	2	98	318	19	0	1	1	274	103	0	0	77	7	53	0	0	38	48	13	0	1052
8:00-8:15	2	67	361	9	0	0	4	273	88	1	0	67	9	76	0	0	28	48	5	0	1037
8:15-8:30	6	69	379	17	0	0	2	294	79	0	0	68	11	65	0	0	19	35	11	0	1055
8:30-8:45	2	62	349	10	0	2	5	287	78	0	0	61	8	70	0	0	30	34	7	0	1005
8:45-9:00	4	67	313	11	0	0	5	276	66	0	0	71	7	76	0	0	24	29	5	0	954
9:00-9:15	6	59	250	11	0	0	2	230	63	1	0	80	13	64	0	0	16	28	8	0	830
9:15-9:30	1	55	242	10	0	0	2	295	56	0	0	50	6	73	0	0	22	17	4	0	833

Hourly Totals																				Total	
6:30-7:30	5	267	1247	41	0	6	7	1019	241	0	0	190	15	206	0	0	170	231	69		0
6:45-7:45	8	292	1317	49	0	5	8	1108	270	0	0	208	17	212	0	0	175	252	72	0	3993
7:00-8:00	8	323	1363	57	0	6	6	1142	306	0	0	240	17	224	0	0	171	247	62	0	4172
7:15-8:15	9	328	1401	55	0	4	10	1160	340	1	0	254	24	234	0	0	130	202	44	0	4196
7:30-8:30	14	324	1429	58	0	1	9	1163	345	1	0	272	33	245	0	0	118	179	38	0	4229
7:45-8:45	12	296	1407	55	0	3	12	1128	348	1	0	273	35	264	0	0	115	165	36	0	4150
8:00-9:00	14	265	1402	47	0	2	16	1130	311	1	0	267	35	287	0	0	101	146	28	0	4052
8:15-9:15	18	257	1291	49	0	2	14	1087	286	1	0	280	39	275	0	0	89	126	31	0	3845
8:30-9:30	13	243	1154	42	0	2	14	1088	263	1	0	262	34	283	0	0	92	108	24	0	3623

AM Peak Hour	Northbound					Southbound					Eastbound					Westbound					Total
7:30-8:30	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
7:30-8:30	14	324	1429	58	0	1	9	1163	345	1	0	272	33	245	0	0	118	179	38	0	4229

Weekday Evening Peak Hour (4 pm - 7 pm)																				Total	
US 301 Northbound					US 301 Southbound					MD 725 Eastbound					MD 725 Westbound						
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
4:00-4:15	6	59	351	20	0	1	4	364	48	0	0	86	20	111	0	0	27	23	6	0	1126
4:15-4:30	1	58	389	30	0	3	6	356	67	0	0	75	17	116	0	0	28	25	7	0	1178
4:30-4:45	5	34	327	26	0	2	10	350	63	0	0	83	46	126	0	0	28	20	9	0	1129
4:45-5:00	5	40	410	27	0	3	8	377	61	0	0	93	32	141	1	0	26	21	5	0	1249
5:00-5:15	2	68	315	18	0	3	5	362	59	0	0	109	33	167	0	0	35	28	10	0	1214
5:15-5:30	2	37	349	17	0	0	5	390	60	0	0	69	20	148	0	0	25	23	2	0	1147
5:30-5:45	1	72	362	16	0	2	9	320	65	0	0	86	40	110	0	0	36	25	2	0	1146
5:45-6:00	5	71	351	18	0	2	8	376	60	0	0	76	30	111	0	0	30	22	8	0	1168
6:00-6:15	2	46	271	17	0	1	7	352	54	1	0	77	18	97	0	0	31	30	7	0	1010
6:15-6:30	3	38	272	18	0	0	5	397	71	0	0	60	19	105	0	0	23	17	3	0	1031
6:30-6:45	2	57	256	11	0	1	7	303	68	0	0	71	23	72	0	0	22	17	2	0	912
6:45-7:00	3	40	210	8	0	0	4	344	82	0	0	56	12	81	0	0	14	11	2	0	867

Hourly Totals																				Total	
4:00-5:00	17	191	1477	103	0	9	28	1447	239	0	0	337	115	494	1	0	109	89	27		0
4:15-5:15	13	200	1441	101	0	11	29	1445	250	0	0	360	128	550	1	0	117	94	31	0	4771
4:30-5:30	14	179	1401	88	0	8	28	1479	243	0	0	354	131	582	1	0	114	92	26	0	4740
4:45-5:45	10	217	1436	78	0	8	27	1449	245	0	0	357	125	566	1	0	122	97	19	0	4757
5:00-6:00	10	248	1377	69	0	7	27	1448	244	0	0	340	123	536	0	0	126	98	22	0	4675
5:15-6:15	10	226	1333	68	0	5	29	1438	239	1	0	308	108	466	0	0	122	100	19	0	4472
5:30-6:30	11	227	1256	69	0	5	29	1445	250	1	0	299	107	423	0	0	120	94	20	0	4356
5:45-6:45	12	212	1150	64	0	4	27	1428	253	1	0	284	90	385	0	0	106	86	20	0	4122
6:00-7:00	10	181	1009	54	0	2	23	1396	275	1	0	264	72	355	0	0	90	75	14	0	3821

PM Peak Hour	Northbound					Southbound					Eastbound					Westbound					Total
4:15-5:15	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
4:15-5:15	13	200	1441	101	0	11	29	1445	250	0	0	360	128	550	1	0	117	94	31	0	4771

Peak Hour  
Turning Movement Count



**LENHART TRAFFIC CONSULTING, INC.**  
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214  
SEVERNA PARK, MD 21146  
www.lenharttraffic.com

Intersection: US 301 at MD 725

Weather: Clear

Count by: Count Cam DSS

Count Day/Date: Wednesday, November 10, 2021

County: Prince George's



Weekday Morning Peak Hour (6:30 am - 9:30 am)																					
Time:	US 301 Northbound					US 301 Southbound					Chrysler Drive Eastbound					Chevy Drive Westbound					Total
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
6:30-6:45	0	14	352	7	0	1	0	230	10	0	0	5	0	24	0	0	1	9	0	0	653
6:45-7:00	0	16	370	8	0	0	0	261	6	0	0	3	0	19	0	0	0	5	0	0	688
7:00-7:15	1	16	364	9	0	1	0	324	3	0	0	3	0	20	0	0	2	8	0	0	751
7:15-7:30	0	15	478	5	0	0	0	381	6	0	0	7	0	20	0	0	0	7	0	0	919
7:30-7:45	1	13	439	7	0	0	0	395	6	0	0	11	0	20	0	0	1	6	0	0	899
7:45-8:00	1	17	474	5	0	0	0	391	7	0	0	7	1	34	0	0	0	4	0	0	941
8:00-8:15	0	29	429	10	0	0	0	363	10	0	0	10	0	27	0	0	1	6	0	0	885
8:15-8:30	1	12	348	6	0	3	0	377	10	0	0	13	1	33	0	0	0	8	2	0	814
8:30-8:45	0	13	401	5	0	2	0	380	5	0	0	13	0	29	0	0	0	5	0	0	853
8:45-9:00	0	27	370	5	0	3	0	383	11	0	0	13	0	31	0	0	0	5	0	0	848
9:00-9:15	1	18	298	8	0	2	0	343	6	0	0	9	0	40	0	0	0	9	0	0	734
9:15-9:30	1	26	278	9	0	0	0	267	9	0	0	16	0	28	0	0	0	7	0	0	641


Hourly Totals																					
6:30-7:30	1	61	1564	29	0	2	0	1196	25	0	0	18	0	83	0	0	3	29	0	0	3011
6:45-7:45	2	60	1651	29	0	1	0	1361	21	0	0	24	0	79	0	0	3	26	0	0	3257
7:00-8:00	3	61	1755	26	0	1	0	1491	22	0	0	28	1	94	0	0	3	25	0	0	3510
7:15-8:15	2	74	1820	27	0	0	0	1530	29	0	0	35	1	101	0	0	2	23	0	0	3644
7:30-8:30	3	71	1690	28	0	3	0	1526	33	0	0	41	2	114	0	0	2	24	2	0	3539
7:45-8:45	2	71	1652	26	0	5	0	1511	32	0	0	43	2	123	0	0	1	23	2	0	3493
8:00-9:00	1	81	1548	26	0	8	0	1503	36	0	0	49	1	120	0	0	1	24	2	0	3400
8:15-9:15	2	70	1417	24	0	10	0	1483	32	0	0	48	1	133	0	0	0	27	2	0	3249
8:30-9:30	2	84	1347	27	0	7	0	1373	31	0	0	51	0	128	0	0	0	26	0	0	3076

AM Peak Hour	Northbound					Southbound					Eastbound					Westbound					Total
7:15-8:15	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	3644
	2	74	1820	27		0	0	1530	29		35	1	101		2	23	0				

Weekday Evening Peak Hour (4 pm - 7 pm)																					
Time:	US 301 Northbound					US 301 Southbound					Chrysler Drive Eastbound					Chevy Drive Westbound					Total
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
4:00-4:15	1	26	409	11	0	3	1	521	6	0	0	27	0	66	0	0	2	12	1	0	1086
4:15-4:30	0	21	466	6	0	2	0	522	5	0	0	17	0	39	0	0	1	3	1	0	1083
4:30-4:45	0	31	440	9	0	5	0	519	17	0	0	25	0	53	0	0	0	7	3	0	1109
4:45-5:00	0	28	417	5	0	1	0	570	7	0	0	16	0	40	0	0	1	7	0	0	1092
5:00-5:15	2	22	409	4	0	0	0	486	13	0	0	28	0	71	0	0	0	4	0	0	1039
5:15-5:30	0	20	432	5	0	2	0	560	11	0	0	15	0	49	0	0	0	3	0	0	1097
5:30-5:45	2	21	399	9	0	2	0	495	5	0	0	12	0	43	0	0	0	11	0	0	999
5:45-6:00	1	24	387	4	0	3	0	478	8	0	0	10	0	42	0	0	0	4	0	0	961
6:00-6:15	0	18	369	3	0	1	0	513	10	0	0	16	0	32	0	0	0	3	0	0	965
6:15-6:30	2	20	308	3	0	3	0	428	10	0	0	12	0	39	0	0	0	2	0	0	827
6:30-6:45	1	18	286	0	0	0	0	345	7	0	0	15	0	41	0	0	0	1	0	0	714
6:45-7:00	1	21	224	2	0	1	0	374	4	0	0	10	0	27	0	0	0	2	0	0	666

Hourly Totals																					
4:00-5:00	1	106	1732	31	0	11	1	2132	35	0	0	85	0	198	0	0	4	29	5	0	4370
4:15-5:15	2	102	1732	24	0	8	0	2097	42	0	0	86	0	203	0	0	2	21	4	0	4323
4:30-5:30	2	101	1698	23	0	8	0	2135	48	0	0	84	0	213	0	0	1	21	3	0	4337
4:45-5:45	4	91	1657	23	0	5	0	2111	36	0	0	71	0	203	0	0	1	25	0	0	4227
5:00-6:00	5	87	1627	22	0	7	0	2019	37	0	0	65	0	205	0	0	0	22	0	0	4096
5:15-6:15	3	83	1587	21	0	8	0	2046	34	0	0	53	0	166	0	0	0	21	0	0	4022
5:30-6:30	5	83	1463	19	0	9	0	1914	33	0	0	50	0	156	0	0	0	20	0	0	3752
5:45-6:45	4	80	1350	10	0	7	0	1764	35	0	0	53	0	154	0	0	0	10	0	0	3467
6:00-7:00	4	77	1187	8	0	5	0	1660	31	0	0	53	0	139	0	0	0	8	0	0	3172

PM Peak Hour	Northbound					Southbound					Eastbound					Westbound					Total
4:00-5:00	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	4370
	1	106	1732	31		11	1	2132	35		85	0	198		4	29	5				

Peak Hour Turning Movement Count	Intersection: US 301 & Chrysler Drive Weather: Clear Count by: CountCam-DSS Count Day/Date: Tuesday, December 14, 2021 County: Prince George's
 <b>LENHART TRAFFIC CONSULTING, INC.</b> 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com	

Weekday Morning Peak Hour (6:30 am - 9:30 am)																					
Time:	Prince George's Boulevard Northbound					Prince George's Boulevard Southbound					Trade Zone Avenue Eastbound					Trade Zone Avenue Westbound					Total
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
6:30-6:45	0	0	0	6	0	0	8	0	0	0	0	0	32	0	0	1	20	48	36	0	151
6:45-7:00	0	1	0	5	0	0	12	0	0	0	0	0	24	1	0	1	21	66	44	0	175
7:00-7:15	0	0	1	8	0	0	8	0	1	0	0	1	30	1	0	0	16	65	33	0	164
7:15-7:30	1	0	0	12	0	0	12	0	2	0	0	1	26	0	0	0	12	82	40	0	188
7:30-7:45	0	0	0	13	0	0	10	0	0	0	0	0	35	1	0	0	15	71	30	0	175
7:45-8:00	0	0	0	11	0	0	7	0	0	0	0	1	49	0	0	2	11	83	40	0	204
8:00-8:15	0	1	1	9	0	0	11	1	0	0	0	0	31	1	0	2	17	68	40	0	182
8:15-8:30	0	0	0	29	0	0	7	1	2	0	0	0	49	0	0	0	19	70	19	0	196
8:30-8:45	0	0	0	20	0	0	13	1	0	0	0	0	32	3	0	1	17	55	11	0	153
8:45-9:00	0	0	0	11	0	0	8	1	0	0	0	0	36	0	0	0	23	70	36	0	185
9:00-9:15	0	0	0	11	0	0	8	0	0	0	0	1	51	0	0	0	17	47	20	0	155
9:15-9:30	0	0	0	24	0	0	10	0	0	0	0	0	35	0	0	1	34	39	17	0	160


Hourly Totals																					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
6:30-7:30	1	1	1	31	0	0	40	0	3	0	0	2	112	2	0	2	69	261	153	0	678
6:45-7:45	1	1	1	38	0	0	42	0	3	0	0	2	115	3	0	1	64	284	147	0	702
7:00-8:00	1	0	1	44	0	0	37	0	3	0	0	3	140	2	0	2	54	301	143	0	731
7:15-8:15	1	1	1	45	0	0	40	1	2	0	0	2	141	2	0	4	55	304	150	0	749
7:30-8:30	0	1	1	62	0	0	35	2	2	0	0	1	164	2	0	4	62	292	129	0	757
7:45-8:45	0	1	1	69	0	0	38	3	2	0	0	1	161	4	0	5	64	276	110	0	735
8:00-9:00	0	1	1	69	0	0	39	4	2	0	0	0	148	4	0	3	76	263	106	0	716
8:15-9:15	0	0	0	71	0	0	36	3	2	0	0	1	168	3	0	1	76	242	86	0	689
8:30-9:30	0	0	0	66	0	0	39	2	0	0	0	1	154	3	0	2	91	211	84	0	653

AM Peak Hour	Northbound					Southbound					Eastbound					Westbound					Total
7:30-8:30	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
7:30-8:30	0	1	1	62	0	0	35	2	2	0	0	1	164	2	0	4	62	292	129	0	757

Weekday Evening Peak Hour (4 pm - 7 pm)																					
Time:	Prince George's Boulevard Northbound					Prince George's Boulevard Southbound					Trade Zone Avenue Eastbound					Trade Zone Avenue Westbound					Total
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
4:00-4:15	0	0	0	43	0	0	27	2	2	0	0	1	177	1	0	1	15	38	16	0	323
4:15-4:30	0	0	0	31	0	0	32	2	2	0	0	1	67	2	0	1	7	40	8	0	193
4:30-4:45	0	0	0	15	0	0	31	0	1	0	0	0	65	0	0	0	5	29	15	0	161
4:45-5:00	0	0	0	13	0	0	20	2	1	0	0	0	51	0	0	1	10	47	5	0	150
5:00-5:15	0	0	1	21	0	0	31	2	1	0	0	0	87	2	0	0	10	43	6	0	204
5:15-5:30	1	0	0	23	0	0	17	1	0	0	0	1	44	2	0	0	10	26	12	0	137
5:30-5:45	0	0	0	21	0	0	34	2	0	0	0	0	47	0	0	1	14	35	11	0	165
5:45-6:00	0	0	0	18	0	0	17	0	0	0	0	1	47	0	0	0	9	57	4	0	153
6:00-6:15	0	0	3	16	0	0	10	1	0	0	0	0	75	1	0	0	10	42	7	0	165
6:15-6:30	0	0	1	11	0	0	15	0	0	0	0	1	45	0	0	0	11	28	7	0	119
6:30-6:45	0	1	1	25	0	0	9	2	0	0	0	0	37	1	0	1	12	23	4	0	116
6:45-7:00	0	0	0	12	0	0	5	1	0	0	0	1	22	0	0	1	11	32	4	0	89

Hourly Totals																					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:00-5:00	0	0	0	102	0	0	110	6	6	0	0	2	360	3	0	3	37	154	44	0	827
4:15-5:15	0	0	1	80	0	0	114	6	5	0	0	1	270	4	0	2	32	159	34	0	708
4:30-5:30	1	0	1	72	0	0	99	5	3	0	0	1	247	4	0	1	35	145	38	0	652
4:45-5:45	1	0	1	78	0	0	102	7	2	0	0	1	229	4	0	2	44	151	34	0	656
5:00-6:00	1	0	1	83	0	0	99	5	1	0	0	2	225	4	0	1	43	161	33	0	659
5:15-6:15	1	0	3	78	0	0	78	4	0	0	0	2	213	3	0	1	43	160	34	0	620
5:30-6:30	0	0	4	66	0	0	76	3	0	0	0	2	214	1	0	1	44	162	29	0	602
5:45-6:45	0	1	5	70	0	0	51	3	0	0	0	2	204	2	0	1	42	150	22	0	553
6:00-7:00	0	1	5	64	0	0	39	4	0	0	0	2	179	2	0	2	44	125	22	0	489

PM Peak Hour	Northbound					Southbound					Eastbound					Westbound					Total
4:00-5:00	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:00-5:00	0	0	0	102	0	0	110	6	6	0	0	2	360	3	0	3	37	154	44	0	827


Peak Hour Turning Movement Count	Intersection: Prince George's Boulevard at Trade Zone Avenue Weather: Clear Count by: Count Cam DSS Count Day/Date: Tuesday, December 14, 2021 County: Prince George's
 <b>LENHART TRAFFIC CONSULTING, INC.</b> 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com	

Weekday Morning Peak Hour (6:30 am - 9:30 am)																					
Time:	Prince George's Boulevard Northbound					Prince George's Boulevard Southbound					Commerce Drive Eastbound					N/A Westbound				Total	
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right		Peds
6:30-6:45	0	2	3		0	0		3	5	0	0	5		6	0					0	24
6:45-7:00	0	5	6		0	0		5	3	0	0	1		3	0					1	23
7:00-7:15	0	0	14		0	0		3	4	0	0	0		3	0					0	24
7:15-7:30	0	4	13		0	0		3	1	0	0	3		2	0					0	26
7:30-7:45	1	1	10		0	0		4	2	0	0	2		1	0					0	21
7:45-8:00	0	4	18		0	0		6	4	0	0	5		4	0					1	41
8:00-8:15	0	4	9		0	0		8	4	0	0	1		4	0					0	30
8:15-8:30	0	4	26		0	0		12	5	0	0	2		2	0					0	51
8:30-8:45	0	4	16		0	0		9	3	0	1	3		5	0					1	41
8:45-9:00	0	3	19		0	0		7	5	0	0	1		2	0					1	37
9:00-9:15	2	5	9		0	0		7	3	0	0	2		5	0					0	33
9:15-9:30	0	3	19		0	0		9	2	0	1	6		2	0					0	42

Hourly Totals																						
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total	
6:30-7:30	0	11	36		0	0		14	13	0	0	9		14	0					1	98	
6:45-7:45	1	10	43		0	0		15	10	0	0	6		9	0					1	95	
7:00-8:00	1	9	55		0	0		16	11	0	0	10		10	0					1	113	
7:15-8:15	1	13	50		0	0		21	11	0	0	11		11	0					1	119	
7:30-8:30	1	13	63		0	0		30	15	0	0	10		11	0					1	144	
7:45-8:45	0	16	69		0	0		35	16	0	1	11		15	0					2	165	
8:00-9:00	0	15	70		0	0		36	17	0	1	7		13	0					2	161	
8:15-9:15	2	16	70		0	0		35	16	0	1	8		14	0					2	164	
8:30-9:30	2	15	63		0	0		32	13	0	2	12		14	0					2	155	
AM Peak Hour	Northbound					Southbound					Eastbound					Westbound				Total		
7:45-8:45	0	16	69		0	0		35	16	0	1	11		15	0						2	165

Weekday Evening Peak Hour (4 pm - 7 pm)																					
Time:	Prince George's Boulevard Northbound					Prince George's Boulevard Southbound					Commerce Drive Eastbound					N/A Westbound				Total	
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right		Peds
4:00-4:15	0	9	14		0	0		46	9	0	0	15		87	0					0	180
4:15-4:30	0	7	12		0	0		15	3	0	0	14		12	0					0	63
4:30-4:45	0	0	8		0	0		7	6	0	0	2		13	0					0	36
4:45-5:00	1	4	10		0	0		11	6	0	0	2		11	1					0	45
5:00-5:15	0	0	14		0	0		8	3	0	0	6		14	2					0	45
5:15-5:30	0	1	11		0	0		7	5	0	0	1		8	0					0	33
5:30-5:45	0	1	16		0	0		3	5	0	0	1		5	0					0	31
5:45-6:00	0	2	15		0	0		2	2	0	0	3		8	0					0	32
6:00-6:15	0	3	4		0	0		7	4	0	0	5		10	0					0	33
6:15-6:30	0	0	15		0	0		5	0	0	0	1		4	0					0	25
6:30-6:45	0	0	13		0	0		13	6	0	0	5		3	0					0	40
6:45-7:00	0	1	6		0	0		5	6	0	0	7		2	0					0	27

Hourly Totals																						
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total	
4:00-5:00	1	20	44		0	0		79	24	0	0	33		123	1					0	325	
4:15-5:15	1	11	44		0	0		41	18	0	0	24		50	3					0	192	
4:30-5:30	1	5	43		0	0		33	20	0	0	11		46	3					0	162	
4:45-5:45	1	6	51		0	0		29	19	0	0	10		38	3					0	157	
5:00-6:00	0	4	56		0	0		20	15	0	0	11		35	2					0	143	
5:15-6:15	0	7	46		0	0		19	16	0	0	10		31	0					0	129	
5:30-6:30	0	6	50		0	0		17	11	0	0	10		27	0					0	121	
5:45-6:45	0	5	47		0	0		27	12	0	0	14		25	0					0	130	
6:00-7:00	0	4	38		0	0		30	16	0	0	18		19	0					0	125	
PM Peak Hour	Northbound					Southbound					Eastbound					Westbound				Total		
4:00-5:00	1	20	44		0	0		79	24	0	0	33		123	1						0	325


Peak Hour Turning Movement Count	Intersection: Prince George's Boulevard at Commerce Drive Weather: Clear Count by: Count Cam DSS Count Day/Date: Tuesday, December 14, 2021 County: Prince George's
 <b>LENHART TRAFFIC CONSULTING, INC.</b> 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com	

Weekday Morning Peak Hour (6:30 am - 9:30 am)																					
Time:	Prince George's Boulevard Northbound					Prince George's Boulevard Southbound					N/A Eastbound					Queens Court Westbound					Total
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
6:30-6:45	0		0	0	0	0	8	0		0					0	0	0		5	0	13
6:45-7:00	0		1	0	0	0	6	1		0					0	0	0		11	0	19
7:00-7:15	0		1	0	0	0	6	1		0					0	0	0		12	0	20
7:15-7:30	0		0	1	0	0	4	1		0					0	1	0		17	0	24
7:30-7:45	0		1	0	0	0	5	1		0					0	0	0		12	0	19
7:45-8:00	0		0	0	0	0	6	3		0					0	0	0		21	0	30
8:00-8:15	0		2	1	0	0	13	0		0					0	0	1		12	0	29
8:15-8:30	0		1	0	0	0	13	1		0					0	0	0		29	0	44
8:30-8:45	0		1	0	0	0	10	3		0					0	1	0		19	0	34
8:45-9:00	0		3	0	0	0	9	0		0					0	0	0		20	1	32
9:00-9:15	0		3	1	0	1	10	3		0					0	0	1		12	0	31
9:15-9:30	0		0	0	0	0	11	0		0					0	0	0		22	0	33

Hourly Totals																					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
6:30-7:30	0		2	1	0	0	24	3		0					0	1	0		45	0	76
6:45-7:45	0		3	1	0	0	21	4		0					0	1	0		52	0	82
7:00-8:00	0		2	1	0	0	21	6		0					0	1	0		62	0	93
7:15-8:15	0		3	2	0	0	28	5		0					0	1	1		62	0	102
7:30-8:30	0		4	1	0	0	37	5		0					0	0	1		74	0	122
7:45-8:45	0		4	1	0	0	42	7		0					0	1	1		81	0	137
8:00-9:00	0		7	1	0	0	45	4		0					0	1	1		80	1	140
8:15-9:15	0		8	1	0	1	42	7		0					0	1	1		80	1	142
8:30-9:30	0		7	1	0	1	40	6		0					0	1	1		73	1	131
<b>AM Peak Hour 8:15-9:15</b>	<b>0</b>		<b>8</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>42</b>	<b>7</b>		<b>0</b>					<b>0</b>	<b>1</b>	<b>1</b>		<b>80</b>	<b>1</b>	<b>142</b>

Weekday Evening Peak Hour (4 pm - 7 pm)																					
Time:	Prince George's Boulevard Northbound					Prince George's Boulevard Southbound					N/A Eastbound					Queens Court Westbound					Total
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
4:00-4:15	0		0	0	0	0	133	1		0					0	0	0		23	0	157
4:15-4:30	0		1	2	0	1	24	1		0					0	0	0		17	0	46
4:30-4:45	0		0	0	0	0	21	0		0					0	0	0		9	0	30
4:45-5:00	0		0	0	0	1	22	0		0					0	0	0		14	0	37
5:00-5:15	0		1	0	0	0	19	3		0					0	0	0		13	0	36
5:15-5:30	0		1	1	0	0	15	0		0					0	0	0		11	0	28
5:30-5:45	0		0	0	0	0	6	0		0					0	0	0		17	0	23
5:45-6:00	0		0	0	0	0	12	0		0					0	0	0		17	0	29
6:00-6:15	0		1	0	0	1	15	1		0					0	0	0		5	0	23
6:15-6:30	0		0	0	0	0	9	0		0					0	0	0		15	0	24
6:30-6:45	0		0	0	0	0	16	0		0					0	0	0		13	0	29
6:45-7:00	0		0	0	0	0	7	0		0					0	0	0		7	0	14

Hourly Totals																					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:00-5:00	0		1	2	0	2	200	2		0					0	0	0		63	0	270
4:15-5:15	0		2	2	0	2	86	4		0					0	0	0		53	0	149
4:30-5:30	0		2	1	0	1	77	3		0					0	0	0		47	0	131
4:45-5:45	0		2	1	0	1	62	3		0					0	0	0		55	0	124
5:00-6:00	0		2	1	0	0	52	3		0					0	0	0		58	0	116
5:15-6:15	0		2	1	0	1	48	1		0					0	0	0		50	0	103
5:30-6:30	0		1	0	0	1	42	1		0					0	0	0		54	0	99
5:45-6:45	0		1	0	0	1	52	1		0					0	0	0		50	0	105
6:00-7:00	0		1	0	0	1	47	1		0					0	0	0		40	0	90
<b>PM Peak Hour 4:00-5:00</b>	<b>0</b>		<b>1</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>200</b>	<b>2</b>		<b>0</b>					<b>0</b>	<b>0</b>	<b>0</b>		<b>63</b>	<b>0</b>	<b>270</b>

Peak Hour Turning Movement Count	Intersection: Prince George's Boulevard at Queens Court Weather: Clear Count by: Count Cam DSS Count Day/Date: Tuesday, December 14, 2021 County: Prince George's
 <b>LENHART TRAFFIC CONSULTING, INC.</b> 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com	

# Appendix B

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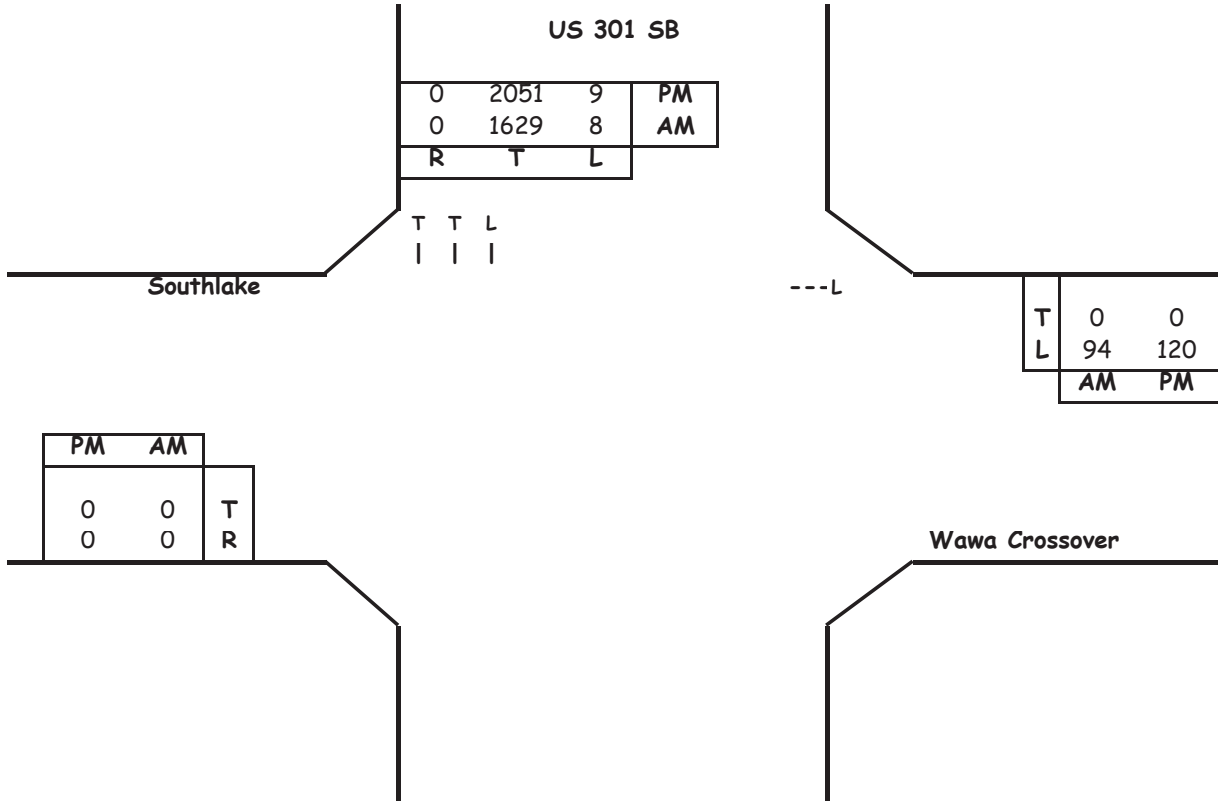
Critical Lane Volume (LOS) Worksheets  
Highway Capacity Software (LOS) Worksheets

## CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

**Main Line:** US 301 SB  
**Minor Street:** Wawa Crossover  
**Study Period:** EXISTING TRAFFIC

**Analyst:** Lenhart Traffic Consulting

### Lane Use + Traffic Volumes



### Critical Lane Volume Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB							896
SB	1629	0.55	896				
EB	0	0	0	94	1	94	94
WB	0	0	0	0	0	0	
CLV TOTAL=							<b>990</b>
Level of Service (LOS) =							<b>A</b>

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB							1128
SB	2051	0.55	1128				
EB	0	0	0	120	1	120	120
WB	0	0	0	0	0	0	
CLV TOTAL=							<b>1248</b>
Level of Service (LOS) =							<b>C</b>

Critical Lane Volume Analysis

**LENHART TRAFFIC CONSULTING, INC.**  
 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214  
 SEVERNA PARK, MD 21146  
 www.lenharttraffic.com

**US 301 SB &  
Wawa Crossover  
(EXISTING TRAFFIC)**

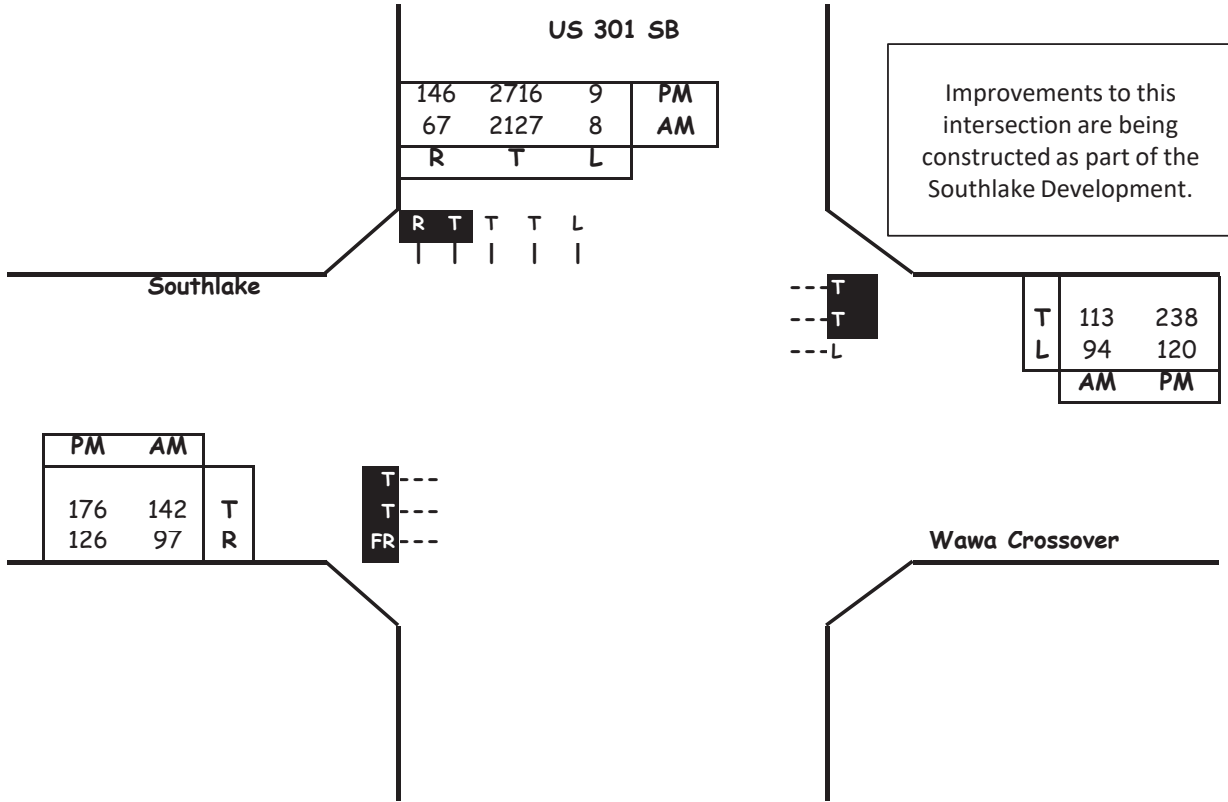
**Intersection  
1**

## CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

**Main Line:** US 301 SB  
**Minor Street:** Wawa Crossover  
**Study Period:** BACKGROUND TRAFFIC

**Analyst:** Lenhart Traffic Consulting

### Lane Use + Traffic Volumes



### Critical Lane Volume Analysis

Morning Peak Hour					
Dir	Thru Volumes			+ Opposing Lefts	AM CLV
	VOL	x LUF	= Total	VOL x LUF = Total	
NB					787
SB	2127	0.37	787		
EB	142	0.55	78	94 1 94	172
WB	113	0.55	62		
CLV TOTAL=					<b>959</b>
Level of Service (LOS)=-					<b>A</b>

Evening Peak Hour					
Dir	Thru Volumes			+ Opposing Lefts	PM CLV
	VOL	x LUF	= Total	VOL x LUF = Total	
NB					1005
SB	2716	0.37	1005		
EB	176	0.55	97	120 1 120	217
WB	238	0.55	131		
CLV TOTAL=					<b>1222</b>
Level of Service (LOS)=-					<b>C</b>

Critical Lane Volume Analysis

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**US 301 SB &  
Wawa Crossover  
(BACKGROUND TRAFFIC)**

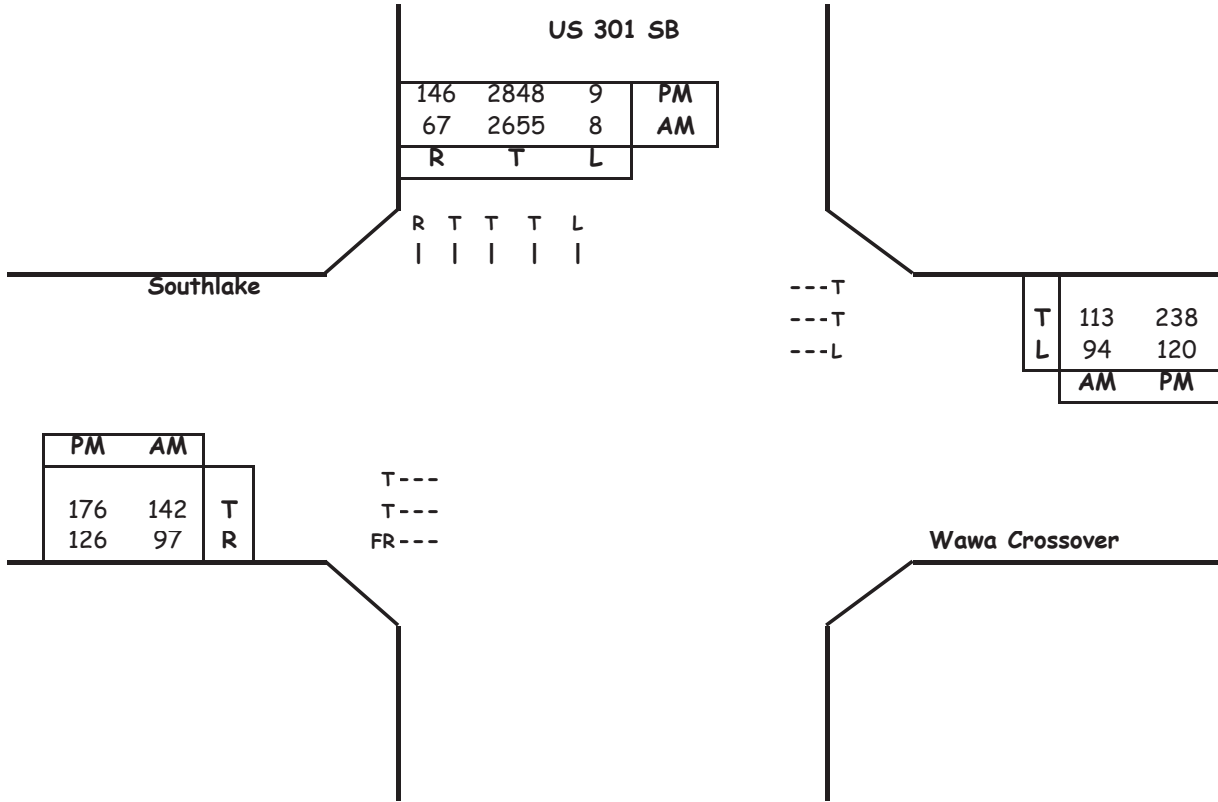
**Intersection  
1**

## CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

**Main Line:** US 301 SB  
**Minor Street:** Wawa Crossover  
**Study Period:** TOTAL TRAFFIC

**Analyst:** Lenhart Traffic Consulting

### Lane Use + Traffic Volumes



### Critical Lane Volume Analysis

Morning Peak Hour					
Dir	Thru Volumes			+ Opposing Lefts	AM
	VOL	x LUF	= Total	VOL x LUF = Total	CLV
NB					982
SB	2655	0.37	982		
EB	142	0.55	78	94 1 94	172
WB	113	0.55	62		
CLV TOTAL=					<b>1154</b>
Level of Service (LOS)=-					<b>C</b>

Evening Peak Hour					
Dir	Thru Volumes			+ Opposing Lefts	PM
	VOL	x LUF	= Total	VOL x LUF = Total	CLV
NB					1054
SB	2848	0.37	1054		
EB	176	0.55	97	120 1 120	217
WB	238	0.55	131		
CLV TOTAL=					<b>1271</b>
Level of Service (LOS)=-					<b>C</b>

Critical Lane Volume Analysis



**US 301 SB &  
Wawa Crossover  
(TOTAL TRAFFIC)**

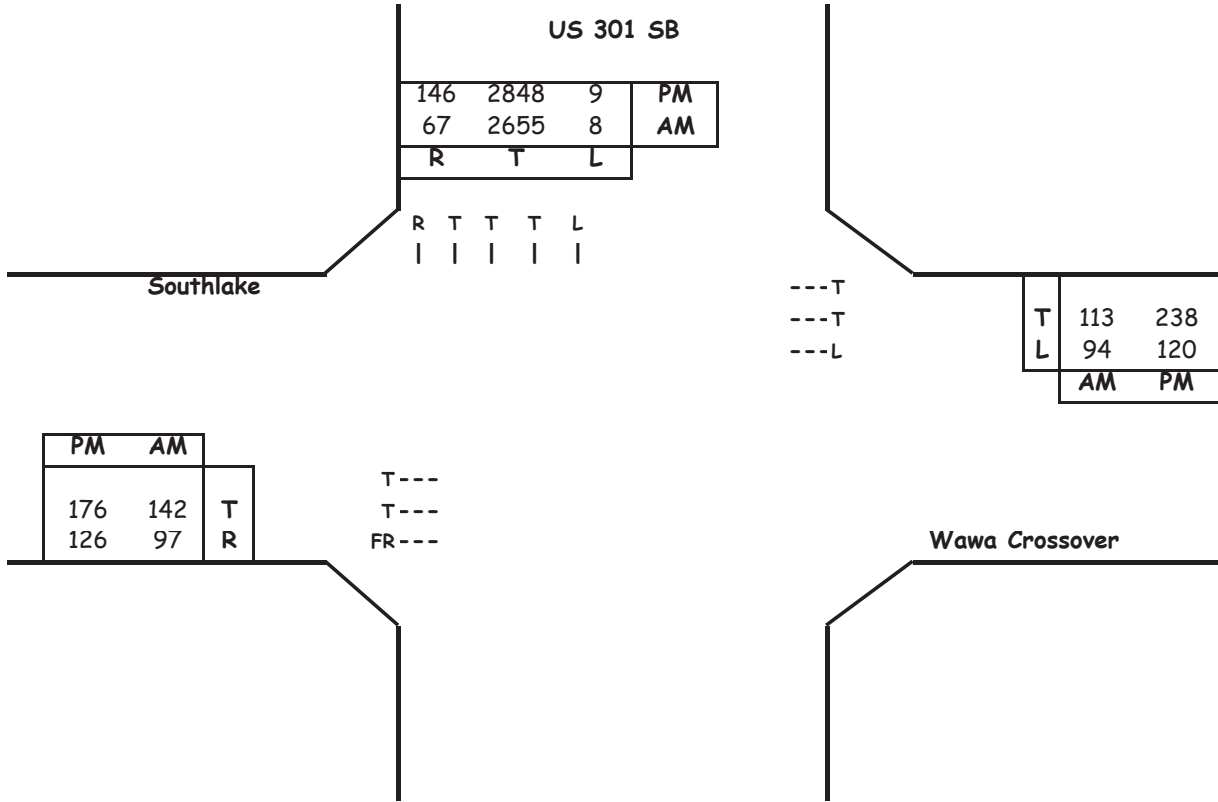
**Intersection  
1**



## CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Main Line: US 301 SB  
 Minor Street: Wawa Crossover                      Analyst: Lenhart Traffic Consulting  
 Study Period: TOTAL TRAFFIC WITH CIP IMPROVEMENTS

### Lane Use + Traffic Volumes



### Critical Lane Volume Analysis

Morning Peak Hour					
Dir	Thru Volumes			+ Opposing Lefts	AM
	VOL	x LUF	= Total	VOL x LUF = Total	CLV
NB					982
SB	2655	0.37	982		
EB	142	0.55	78	94 1 94	172
WB	113	0.55	62		
CLV TOTAL=					<b>1154</b>
Level of Service (LOS)=-					<b>C</b>

Evening Peak Hour					
Dir	Thru Volumes			+ Opposing Lefts	PM
	VOL	x LUF	= Total	VOL x LUF = Total	CLV
NB					1054
SB	2848	0.37	1054		
EB	176	0.55	97	120 1 120	217
WB	238	0.55	131		
CLV TOTAL=					<b>1271</b>
Level of Service (LOS)=-					<b>C</b>

Critical Lane Volume Analysis

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 SEVERNA PARK, MD 21146  
 www.lenharttraffic.com

**US 301 SB &  
Wawa Crossover**

( TOTAL TRAFFIC WITH CIP IMPROVEMENTS )

**Intersection  
1**

## CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

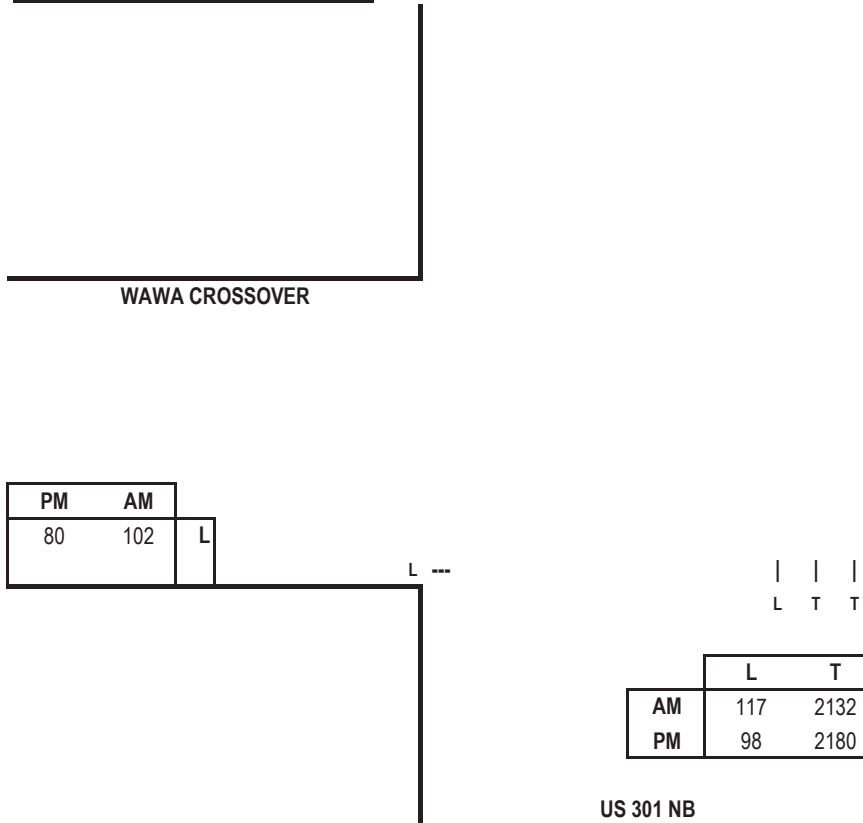
Intersection of: US 301 NB

and: Wawa Crossover

Conditions: Existing Traffic

Analyst: Lenhart Traffic Consulting

### Lane Use + Traffic Volumes



### Capacity Analysis

Morning Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		AM CLV
	VOL	x LUF	= Total	VOL	x LUF = Total	
EB	102	1.00	102			102
NB	2132	0.55	1173			1173
SB						
CLV TOTAL =						<b>1275</b>
Level of Service (LOS) =						<b>C</b>

Evening Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		PM CLV
	VOL	x LUF	= Total	VOL	x LUF = Total	
EB	80	1.00	80			80
NB	2180	0.55	1199			1199
SB						
CLV TOTAL =						<b>1279</b>
Level of Service (LOS) =						<b>C</b>

Critical Lane Volume Analysis



**LENHART TRAFFIC CONSULTING, INC.**  
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US 301 NB &  
Wawa Crossover  
(Existing Traffic)

**Intersection  
2**

## CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

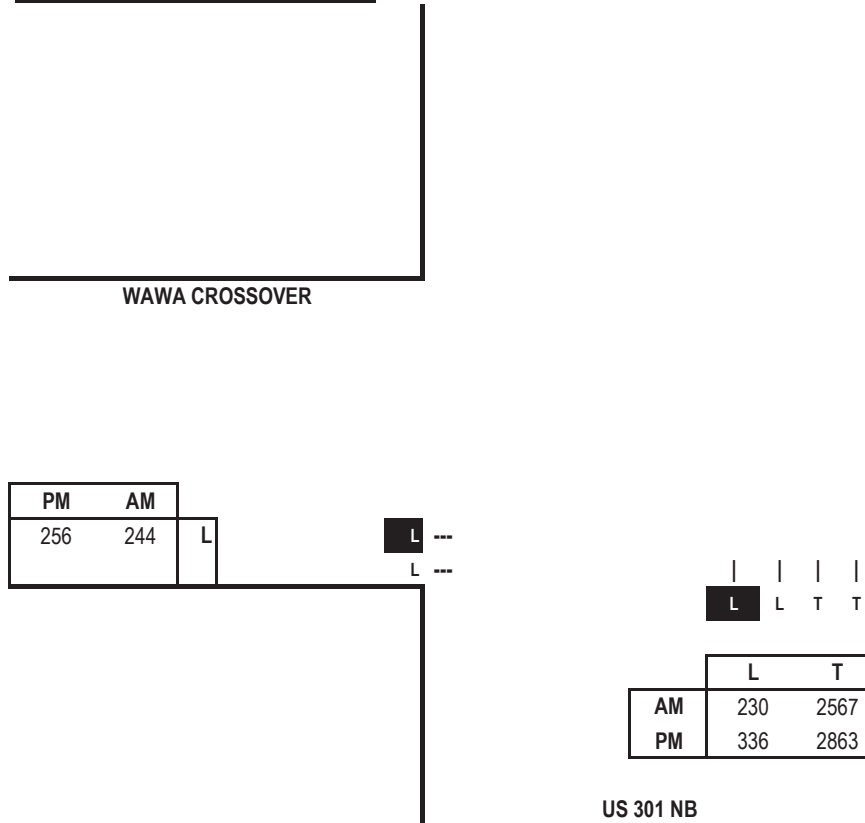
**Intersection of:** US 301 NB

**and:** Wawa Crossover

**Conditions:** Background Traffic

**Analyst:** Lenhart Traffic Consulting

### Lane Use + Traffic Volumes



Improvements to this intersection are being constructed as part of the Southlake Development.

### Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	244	0.60	146				146
NB	2567	0.55	1412				1412
SB							
CLV TOTAL =							<b>1558</b>
Level of Service (LOS) =							<b>E</b>

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	256	0.60	154				154
NB	2863	0.55	1575				1575
SB							
CLV TOTAL =							<b>1729</b>
Level of Service (LOS) =							<b>F</b>

<p style="text-align: center;">Critical Lane Volume Analysis</p> <p><b>LENHART TRAFFIC CONSULTING, INC.</b> 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com</p>	<p>US 301 NB &amp; Wawa Crossover (Background Traffic)</p>	<p><b>Intersection 2</b></p>
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## CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

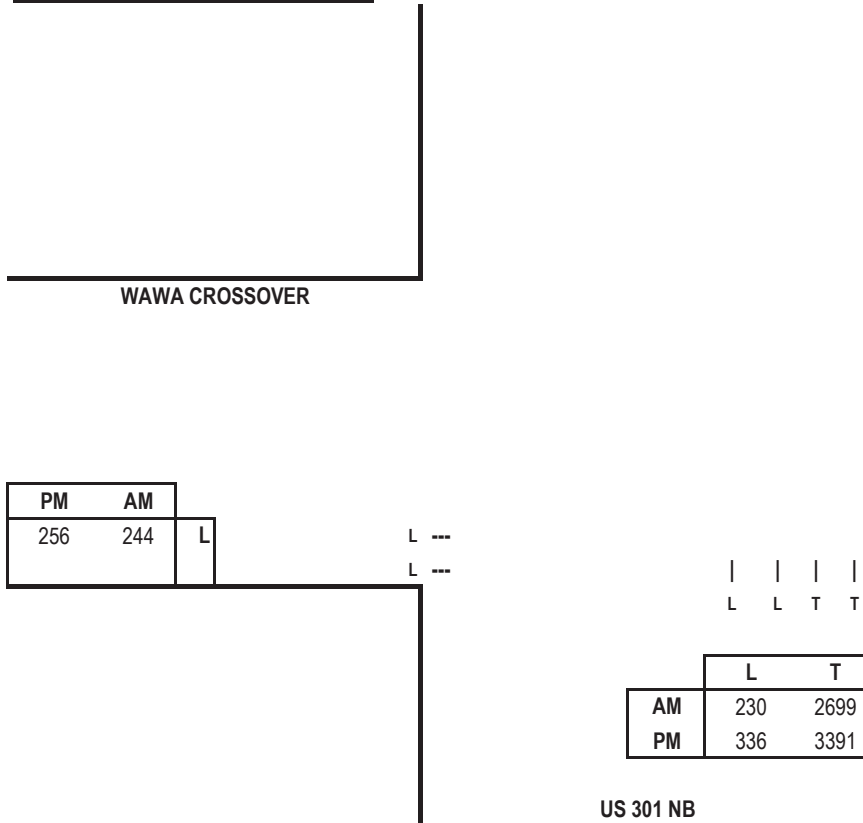
Intersection of: US 301 NB

and: Wawa Crossover

Conditions: Total Traffic

Analyst: Lenhart Traffic Consulting

### Lane Use + Traffic Volumes



### Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	244	0.60	146				146
NB	2699	0.55	1484				1484
SB							
CLV TOTAL =							<b>1630</b>
Level of Service (LOS) =							<b>F</b>

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	256	0.60	154				154
NB	3391	0.55	1865				1865
SB							
CLV TOTAL =							<b>2019</b>
Level of Service (LOS) =							<b>F</b>

Critical Lane Volume Analysis



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US 301 NB &  
Wawa Crossover  
(Total Traffic)

**Intersection  
2**

## CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

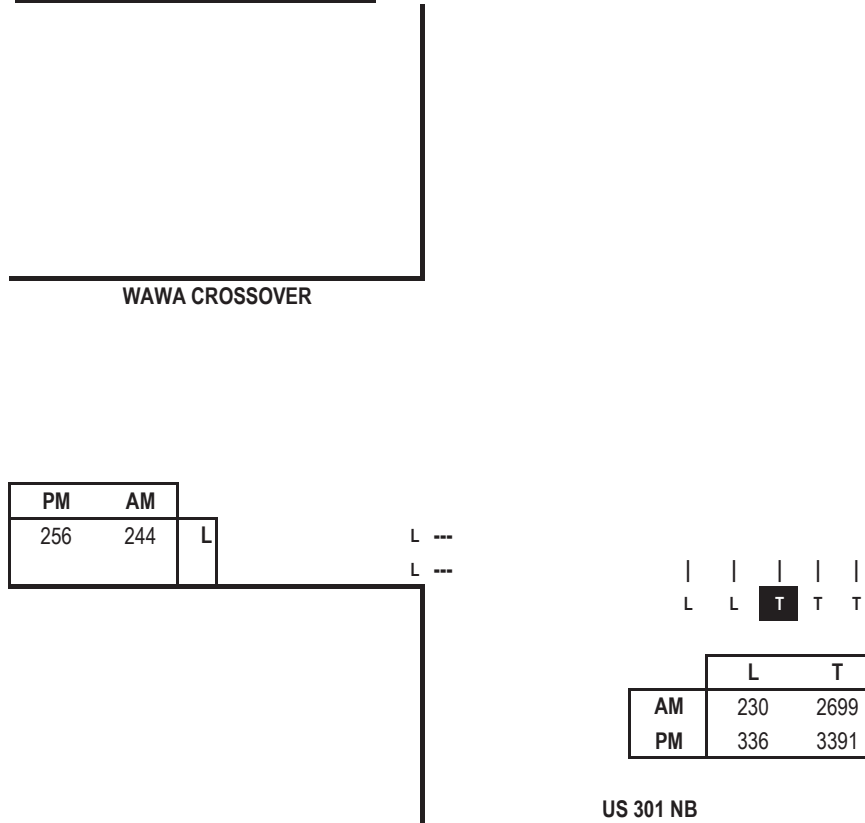
Intersection of: US 301 NB

and: Wawa Crossover

Conditions: Total Traffic with CIP Improvements

Analyst: Lenhart Traffic Consulting

### Lane Use + Traffic Volumes



### Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	244	0.60	146				146
NB	2699	0.37	999				999
SB							
CLV TOTAL =							<b>1145</b>
Level of Service (LOS) =							<b>B</b>

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	256	0.60	154				154
NB	3391	0.37	1255				1255
SB							
CLV TOTAL =							<b>1409</b>
Level of Service (LOS) =							<b>D</b>

Critical Lane Volume Analysis



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Wawa Crossover  
(Total Traffic with CIP Improvements)

**Intersection  
2**

## CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

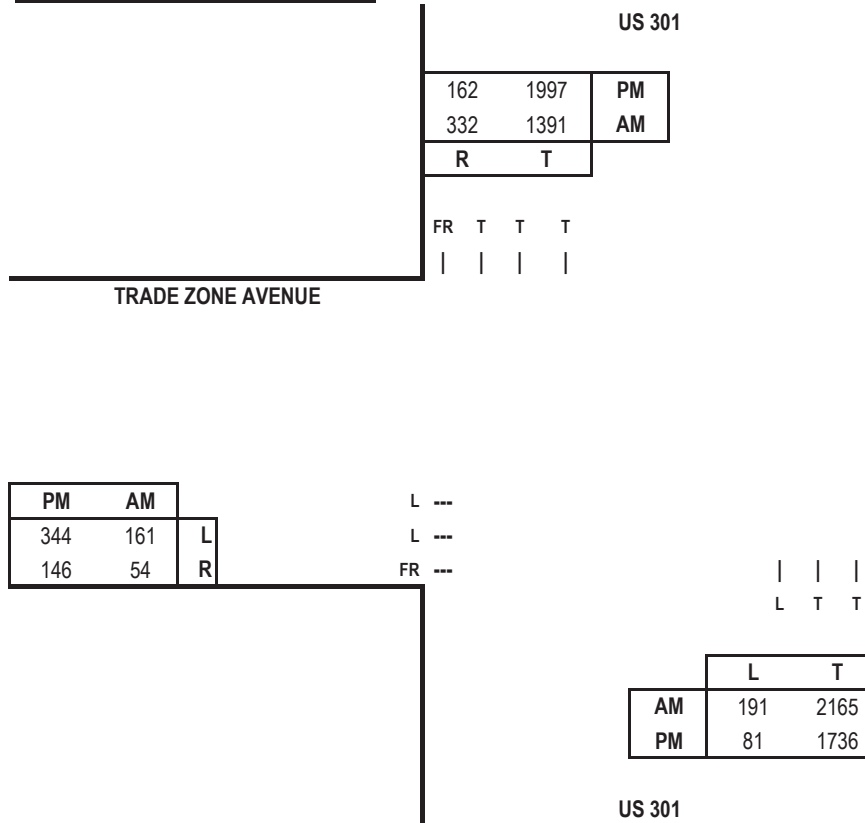
Intersection of: US 301

and: Trade Zone Avenue

Conditions: Existing Traffic

Analyst: Lenhart Traffic Consulting

### Lane Use + Traffic Volumes



### Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	161	0.60	97				97
NB	2165	0.55	1191				1191
SB	1391	0.37	515	191	1.00	191	
CLV TOTAL =							<b>1288</b>
Level of Service (LOS) =							<b>C</b>

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	344	0.60	206				206
NB	1736	0.55	955				955
SB	1997	0.37	739	81	1.00	81	
CLV TOTAL =							<b>1161</b>
Level of Service (LOS) =							<b>C</b>

Critical Lane Volume Analysis



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US 301 &  
Trade Zone Avenue  
(Existing Traffic)

**Intersection  
3**

## CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

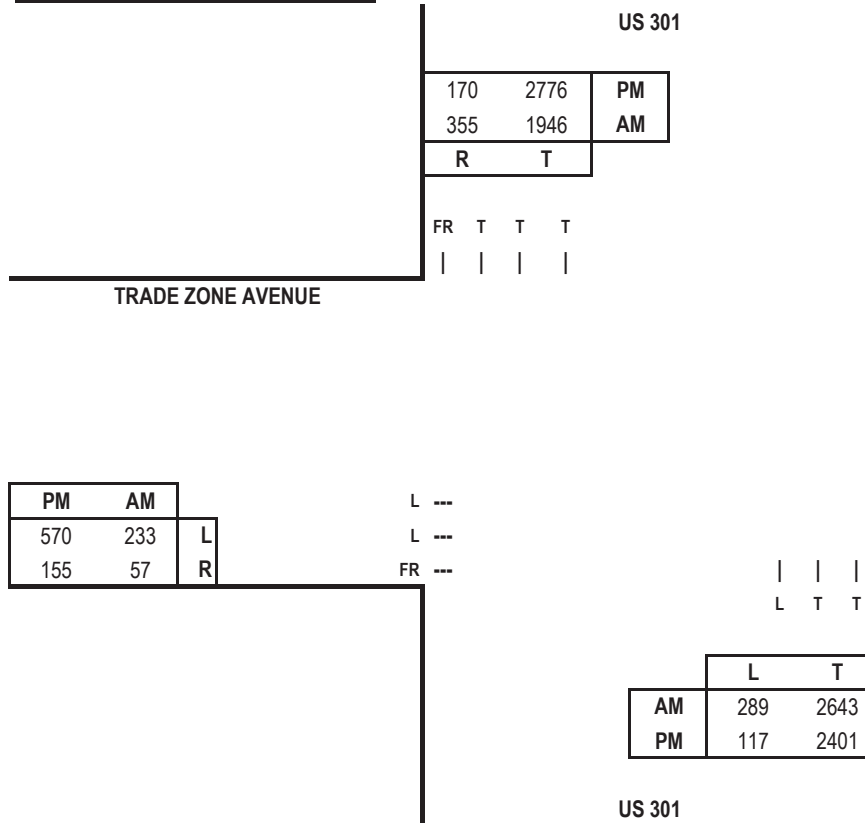
Intersection of: US 301

and: Trade Zone Avenue

Conditions: Background Traffic

Analyst: Lenhart Traffic Consulting

### Lane Use + Traffic Volumes



### Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	233	0.60	140				140
NB	2643	0.55	1454				1454
SB	1946	0.37	720	289	1.00	289	
CLV TOTAL =							<b>1594</b>
Level of Service (LOS) =							<b>E</b>

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	570	0.60	342				342
NB	2401	0.55	1321				1321
SB	2776	0.37	1027	117	1.00	117	
CLV TOTAL =							<b>1663</b>
Level of Service (LOS) =							<b>F</b>

Critical Lane Volume Analysis



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US 301 &  
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(Background Traffic)

**Intersection  
3**

## CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

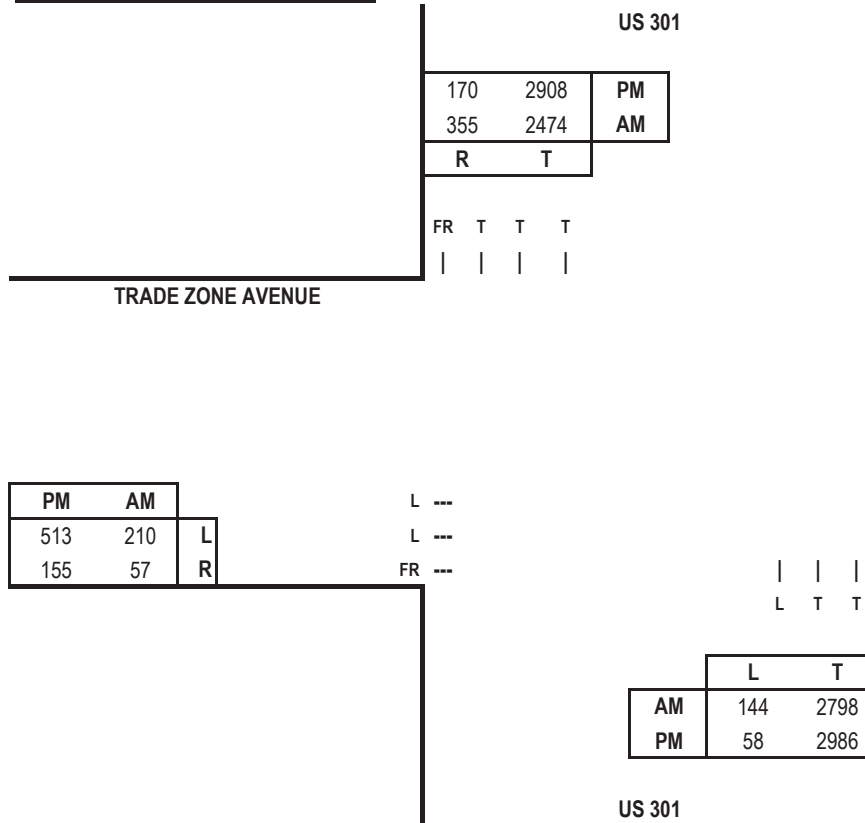
Intersection of: US 301

and: Trade Zone Avenue

Conditions: Total Traffic

Analyst: Lenhart Traffic Consulting

### Lane Use + Traffic Volumes



### Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	210	0.60	126				126
NB	2798	0.55	1539				1539
SB	2474	0.37	915	144	1.00	144	
CLV TOTAL =							<b>1665</b>
Level of Service (LOS) =							<b>F</b>

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	513	0.60	308				308
NB	2986	0.55	1642				1642
SB	2908	0.37	1076	58	1.00	58	
CLV TOTAL =							<b>1950</b>
Level of Service (LOS) =							<b>F</b>

Critical Lane Volume Analysis



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US 301 &  
Trade Zone Avenue  
(Total Traffic)

**Intersection  
3**



## CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

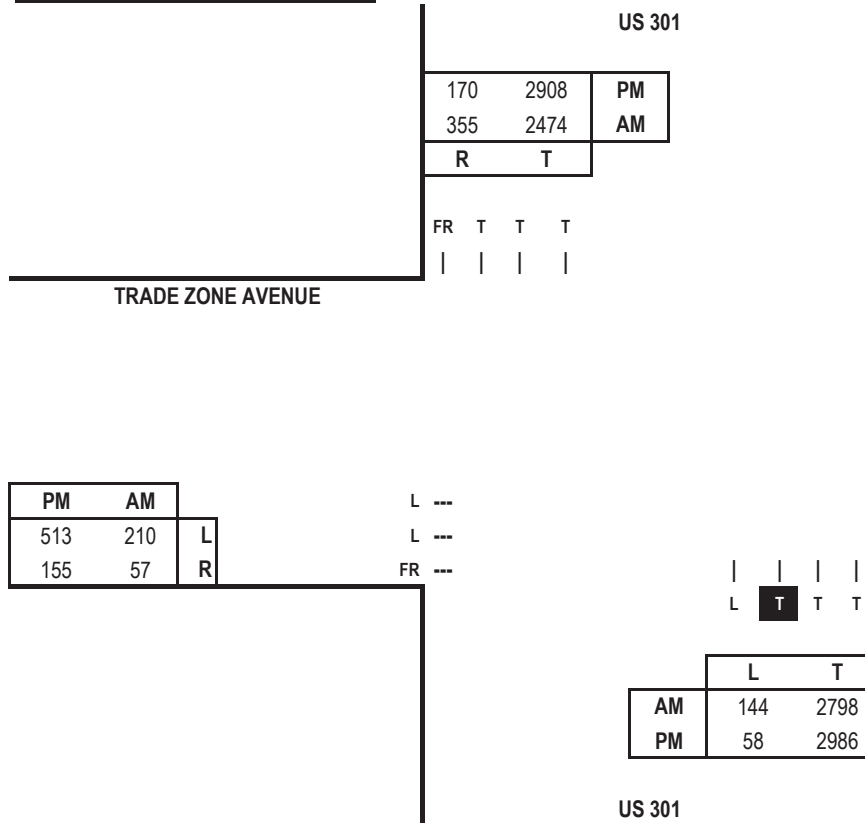
Intersection of: US 301

and: Trade Zone Avenue

Conditions: Total Traffic with CIP Improvements  
Signal at US 301 & Queens Court

Analyst: Lenhart Traffic Consulting

### Lane Use + Traffic Volumes



### Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	210	0.60	126				126
NB	2798	0.37	1035				1059
SB	2474	0.37	915	144	1.00	144	
CLV TOTAL =							<b>1185</b>
Level of Service (LOS) =							<b>C</b>

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	513	0.60	308				308
NB	2986	0.37	1105				1134
SB	2908	0.37	1076	58	1.00	58	
CLV TOTAL =							<b>1442</b>
Level of Service (LOS) =							<b>D</b>

Critical Lane Volume Analysis



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US 301 &  
Trade Zone Avenue  
(Total Traffic with CIP Improvements)

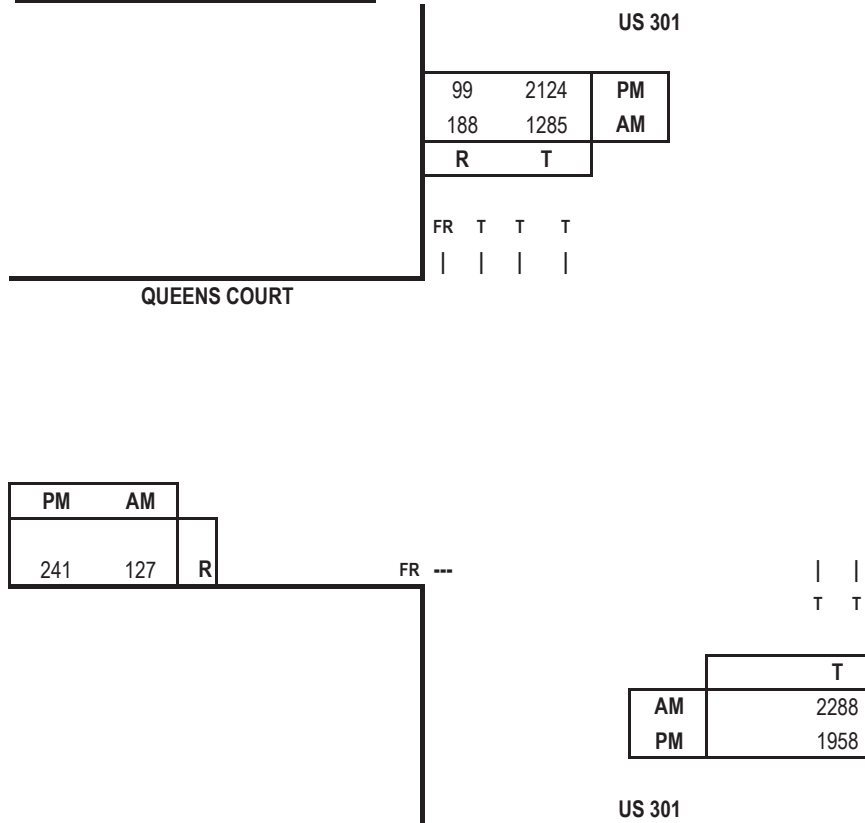
**Intersection  
3**

## CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Intersection of: US 301  
and: Queens Court  
Conditions: Existing Traffic

Analyst: Lenhart Traffic Consulting

### Lane Use + Traffic Volumes



### Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	127	0.00	0				0
NB	2288	0.55	1258				1258
SB	1285	0.37	475				
CLV TOTAL =							<b>1258</b>
Level of Service (LOS) =							<b>C</b>

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	241	0.00	0				0
NB	1958	0.55	1077				1077
SB	2124	0.37	786				
CLV TOTAL =							<b>1077</b>
Level of Service (LOS) =							<b>B</b>

Critical Lane Volume Analysis



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US 301 &  
Queens Court  
(Existing Traffic)

**Intersection  
4**

## CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

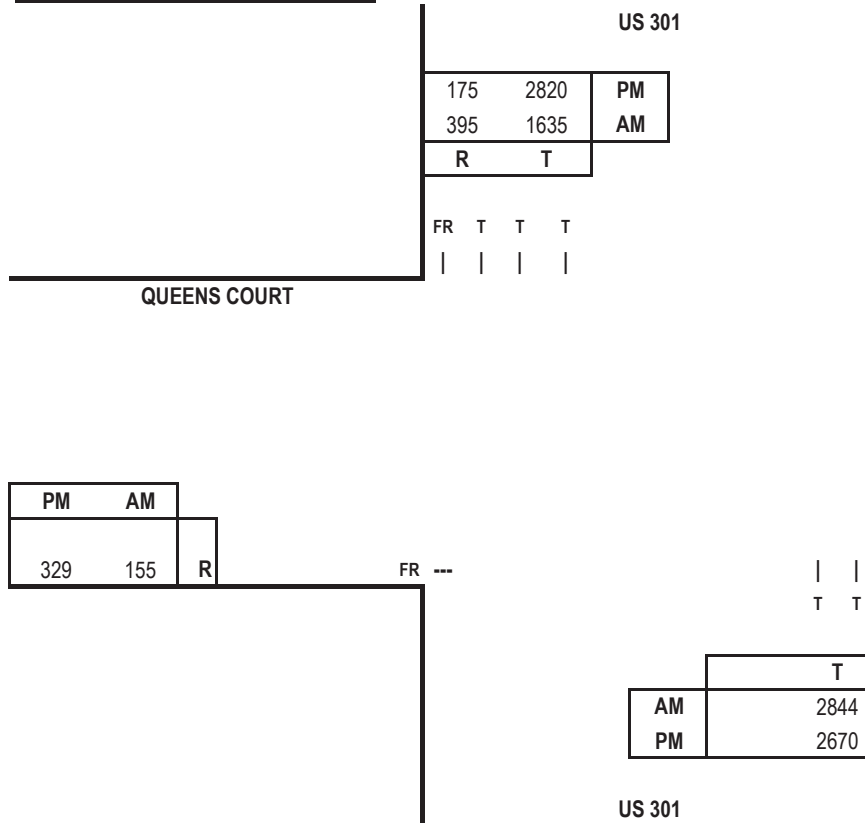
Intersection of: US 301

and: Queens Court

Conditions: Background Traffic

Analyst: Lenhart Traffic Consulting

### Lane Use + Traffic Volumes



### Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	155	0.00	0				0
NB	2844	0.55	1564				1564
SB	1635	0.37	605				
CLV TOTAL =							<b>1564</b>
Level of Service (LOS) =							<b>E</b>

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	329	0.00	0				0
NB	2670	0.55	1469				1469
SB	2820	0.37	1043				
CLV TOTAL =							<b>1469</b>
Level of Service (LOS) =							<b>E</b>

Critical Lane Volume Analysis



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US 301 &  
Queens Court  
(Background Traffic)

**Intersection  
4**

## CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

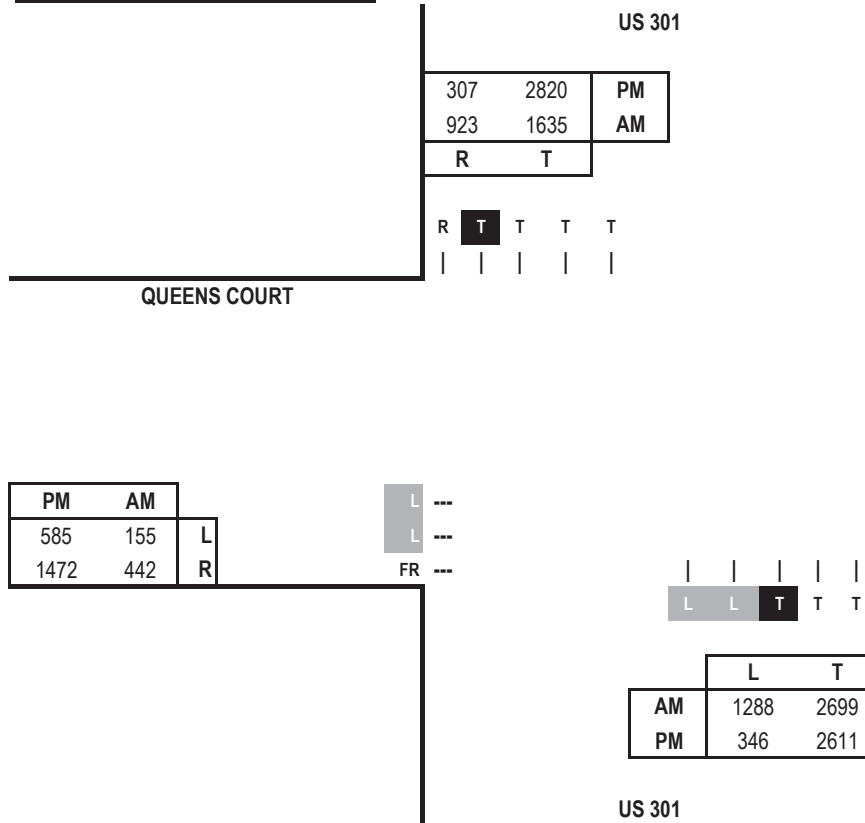
Intersection of: US 301

and: Queens Court

Conditions: Total Traffic with Full Signal + CIP

Analyst: Lenhart Traffic Consulting

### Lane Use + Traffic Volumes



### Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	155	0.60	93				93
NB	2699	0.37	999				1247
SB	1635	0.29	474	1288	0.60	773	
CLV TOTAL =							<b>1340</b>
Level of Service (LOS) =							<b>D</b>

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	585	0.60	351				351
NB	2611	0.37	966				1026
SB	2820	0.29	818	346	0.60	208	
CLV TOTAL =							<b>1377</b>
Level of Service (LOS) =							<b>D</b>

Critical Lane Volume Analysis



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US 301 &  
Queens Court  
(Total Traffic with Full Signal + CIP)

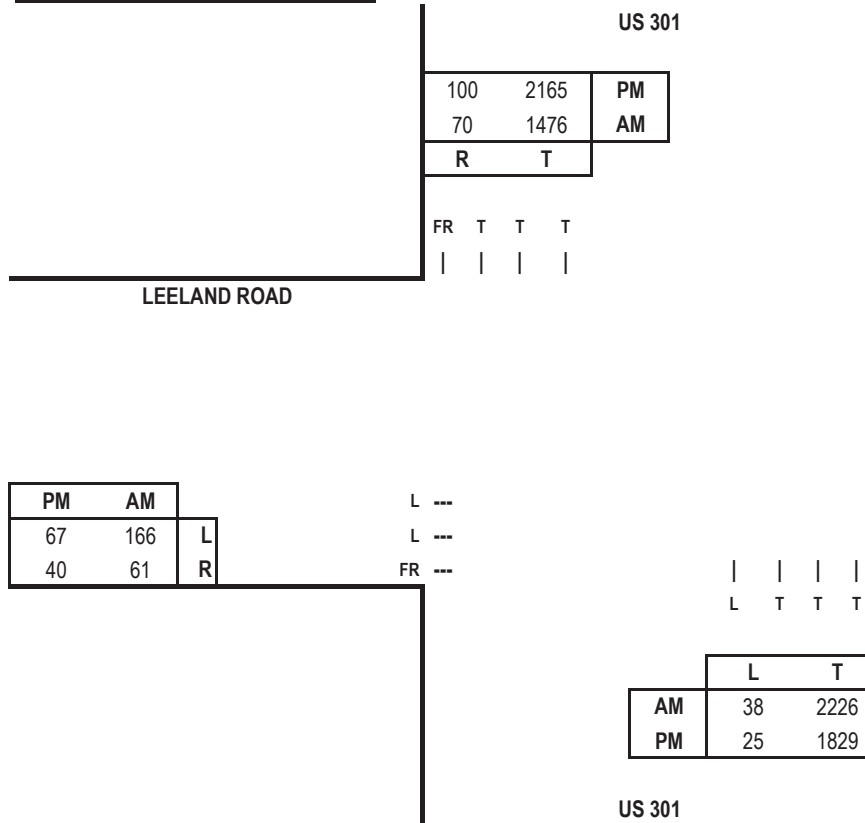
**Intersection  
4**

## CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Intersection of: US 301  
and: Leeland Road  
Conditions: Existing Traffic

Analyst: Lenhart Traffic Consulting

### Lane Use + Traffic Volumes



### Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	166	0.60	100				100
NB	2226	0.37	824				824
SB	1476	0.37	546	38	1.00	38	
CLV TOTAL =							<b>924</b>
Level of Service (LOS) =							<b>A</b>

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	67	0.60	40				40
NB	1829	0.37	677				826
SB	2165	0.37	801	25	1.00	25	
CLV TOTAL =							<b>866</b>
Level of Service (LOS) =							<b>A</b>

Critical Lane Volume Analysis



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US 301 &  
Leeland Road  
(Existing Traffic)

**Intersection  
6**

## CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

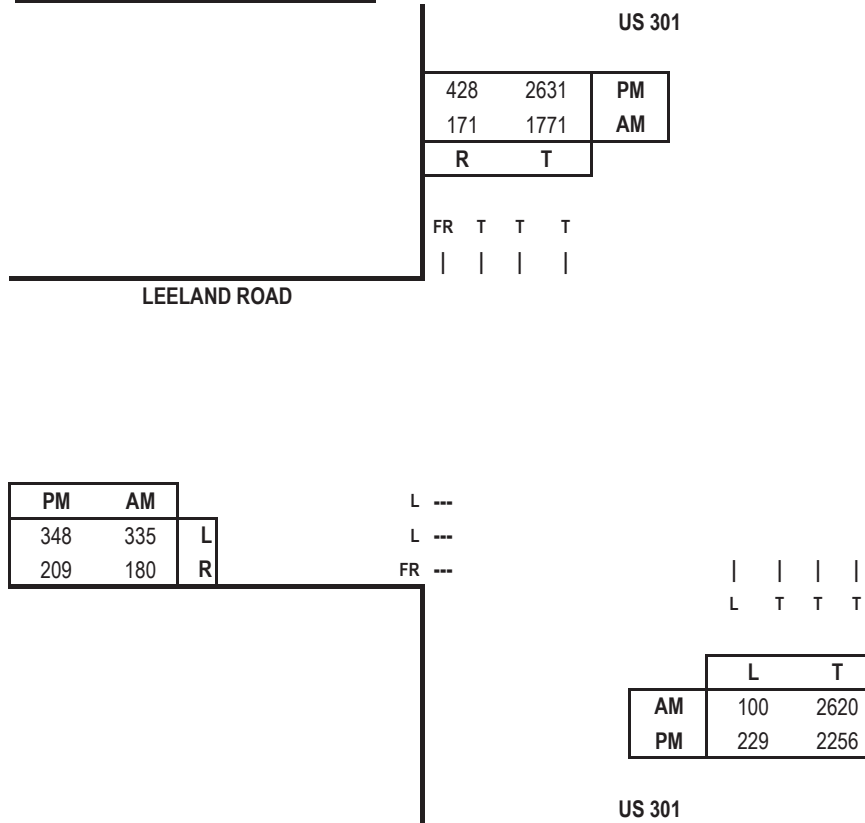
Intersection of: US 301

and: Leeland Road

Conditions: Background Traffic

Analyst: Lenhart Traffic Consulting

### Lane Use + Traffic Volumes



### Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	335	0.60	201				201
NB	2620	0.37	969				969
SB	1771	0.37	655	100	1.00	100	
CLV TOTAL =							<b>1170</b>
Level of Service (LOS) =							<b>C</b>

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	348	0.60	209				209
NB	2256	0.37	835				1202
SB	2631	0.37	973	229	1.00	229	
CLV TOTAL =							<b>1411</b>
Level of Service (LOS) =							<b>D</b>

Critical Lane Volume Analysis



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US 301 &  
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(Background Traffic)

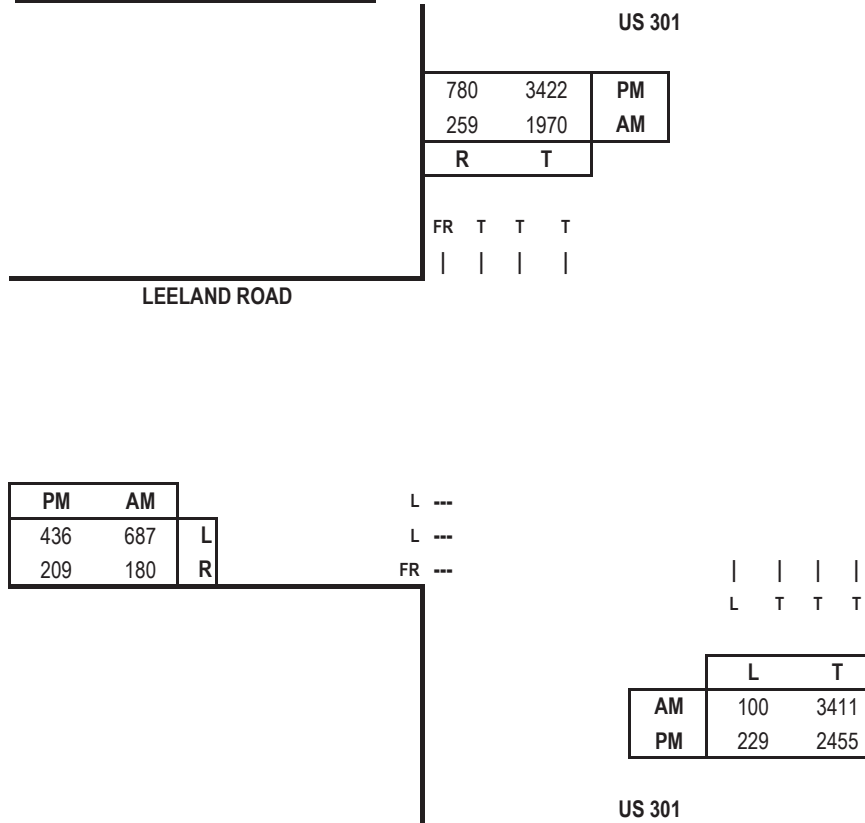
**Intersection  
6**

## CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Intersection of: US 301  
and: Leeland Road  
Conditions: Total Traffic

Analyst: Lenhart Traffic Consulting

### Lane Use + Traffic Volumes



### Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	687	0.60	412				412
NB	3411	0.37	1262				1262
SB	1970	0.37	729	100	1.00	100	
CLV TOTAL =							<b>1674</b>
Level of Service (LOS) =							<b>F</b>

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	436	0.60	262				262
NB	2455	0.37	908				1495
SB	3422	0.37	1266	229	1.00	229	
CLV TOTAL =							<b>1757</b>
Level of Service (LOS) =							<b>F</b>

Critical Lane Volume Analysis



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US 301 &  
Leeland Road  
(Total Traffic)

**Intersection  
6**

## CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

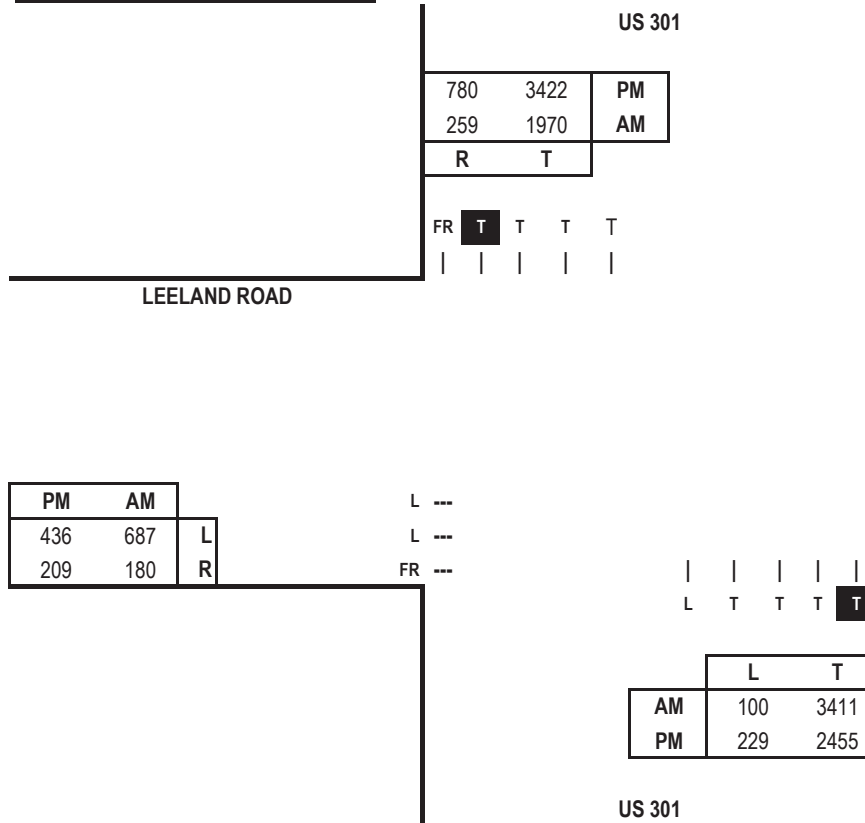
Intersection of: US 301

and: Leeland Road

Conditions: Total Traffic with CIP Improvements

Analyst: Lenhart Traffic Consulting

### Lane Use + Traffic Volumes



### Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	687	0.60	412				412
NB	3411	0.29	989				989
SB	1970	0.29	571	100	1.00	100	
CLV TOTAL =							<b>1401</b>
Level of Service (LOS) =							<b>D</b>

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	436	0.60	262				262
NB	2455	0.29	712				1221
SB	3422	0.29	992	229	1.00	229	
CLV TOTAL =							<b>1483</b>
Level of Service (LOS) =							<b>E</b>

Critical Lane Volume Analysis



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US 301 &  
Leeland Road  
(Total Traffic with CIP Improvements)

**Intersection  
6**



## CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

**Intersection of:** US 301

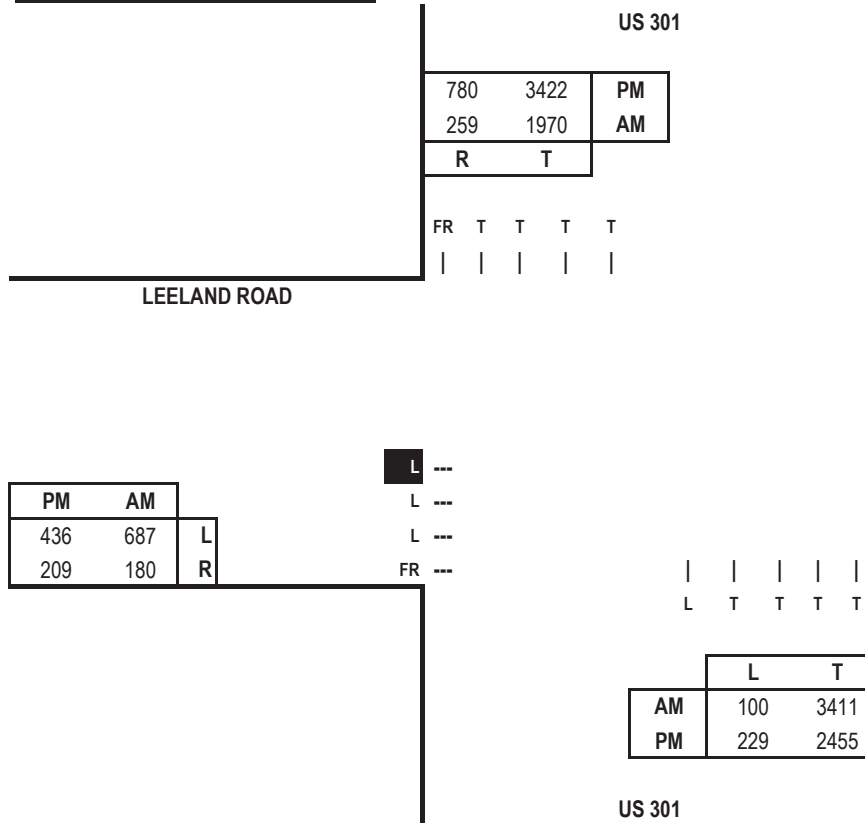
**and:** Leeland Road

**Conditions:** Total Traffic with Improvements

**Analyst:** Lenhart Traffic Consulting

CIP Improvements are Completed (additional through lanes each direction) but turn lanes are needed

### Lane Use + Traffic Volumes



### Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	687	0.45	309				309
NB	3411	0.29	989				989
SB	1970	0.29	571	100	1.00	100	
CLV TOTAL =							<b>1298</b>
Level of Service (LOS) =							<b>C</b>

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	436	0.45	196				196
NB	2455	0.29	712				1221
SB	3422	0.29	992	229	1.00	229	
CLV TOTAL =							<b>1417</b>
Level of Service (LOS) =							<b>D</b>

Critical Lane Volume Analysis



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**US 301 &  
Leeland Road**  
(Total Traffic with Improvements)

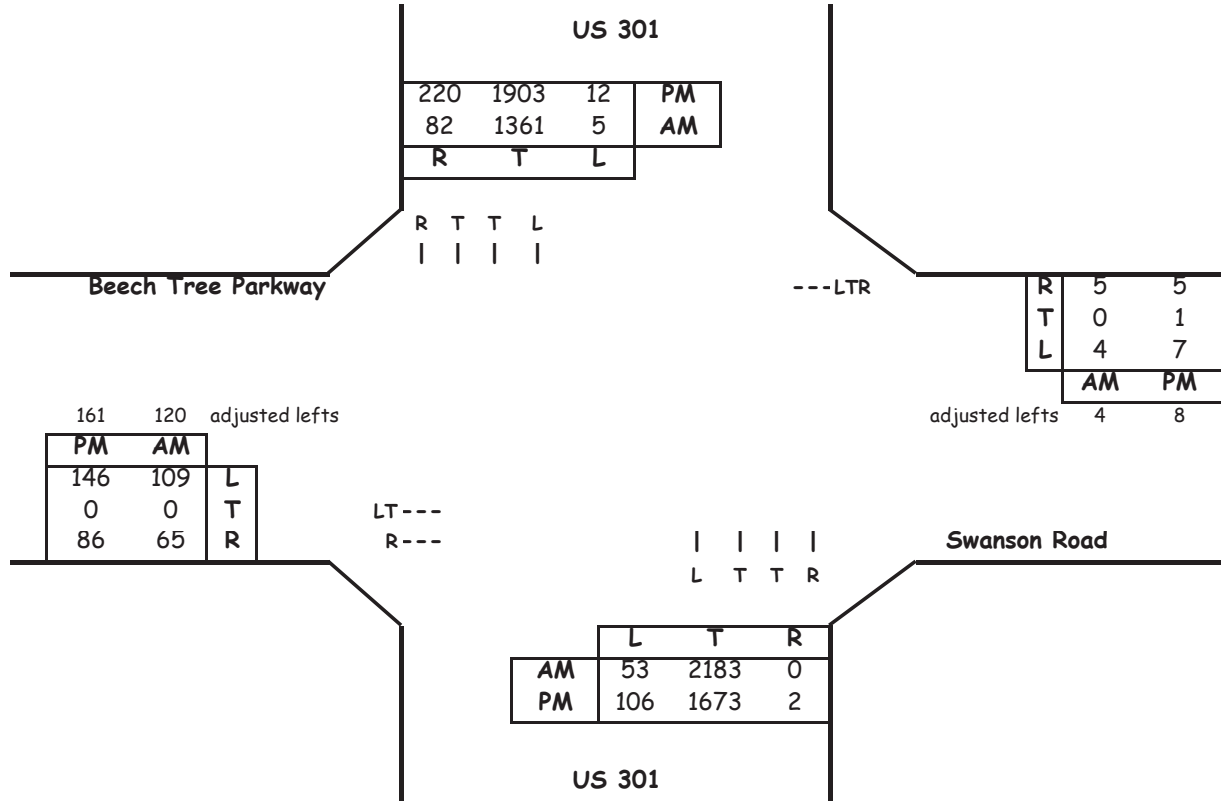
**Intersection  
6**

## CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

**Main Line:** US 301  
**Minor Street:** Swanson Road  
**Study Period:** EXISTING TRAFFIC

**Analyst:** Lenhart Traffic Consulting

### Lane Use + Traffic Volumes



### Critical Lane Volume Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	2183	0.55	1201	5	1	5	1206
SB	1361	0.55	749	53	1	53	
EB	120	1	120	4	1	4	124
WB	9	1	9	109	1	109	
CLV TOTAL=							<b>1330</b>
Level of Service (LOS) =							<b>D</b>

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	1673	0.55	920	12	1	12	1153
SB	1903	0.55	1047	106	1	106	
EB	161	1	161	7	1	7	168
WB	14	1	14	146	1	146	
CLV TOTAL=							<b>1321</b>
Level of Service (LOS) =							<b>D</b>

Critical Lane Volume Analysis

**LENHART TRAFFIC CONSULTING, INC.**  
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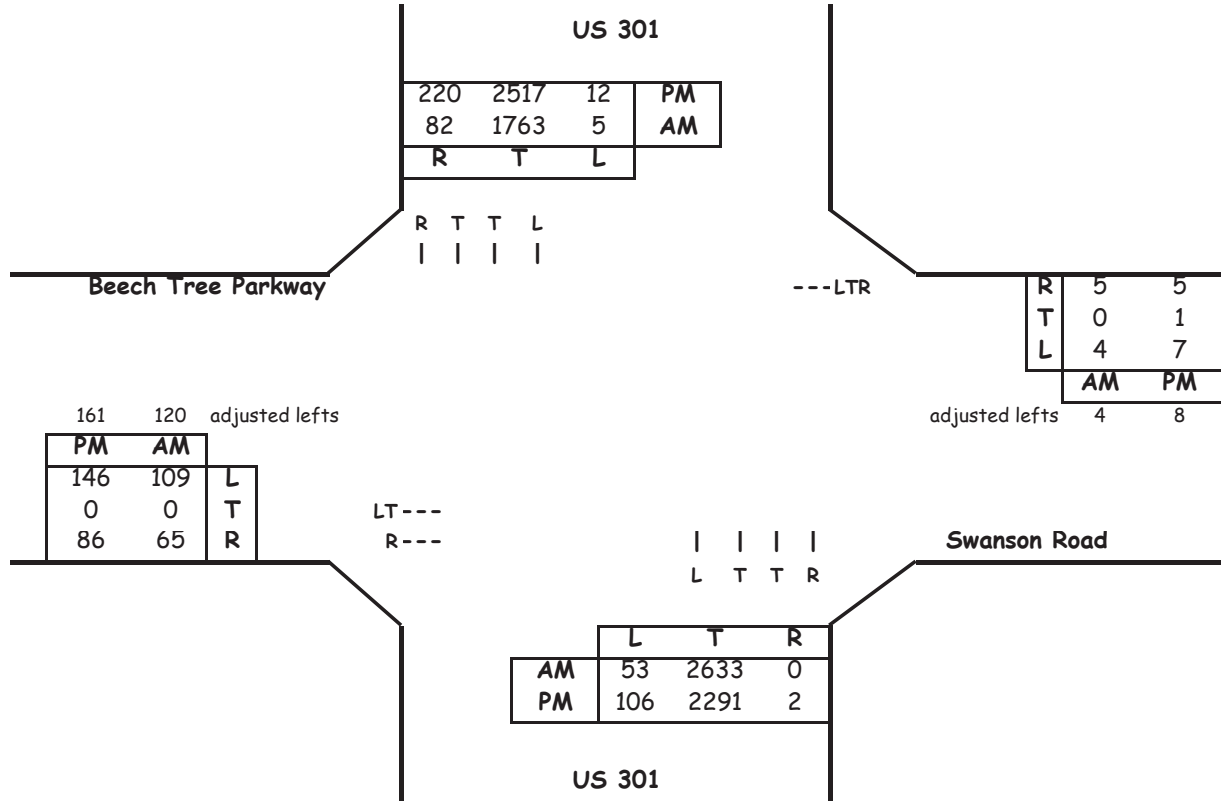
**US 301 &  
Swanson Road  
(EXISTING TRAFFIC)**

**Intersection  
7**

## CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Main Line: US 301  
 Minor Street: Swanson Road                      Analyst: Lenhart Traffic Consulting  
 Study Period: BACKGROUND TRAFFIC

### Lane Use + Traffic Volumes



### Critical Lane Volume Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	2633	0.55	1448	5	1	5	1453
SB	1763	0.55	970	53	1	53	
EB	120	1	120	4	1	4	124
WB	9	1	9	109	1	109	
CLV TOTAL=							<b>1577</b>
Level of Service (LOS) =							<b>E</b>

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	2291	0.55	1260	12	1	12	1490
SB	2517	0.55	1384	106	1	106	
EB	161	1	161	7	1	7	168
WB	14	1	14	146	1	146	
CLV TOTAL=							<b>1658</b>
Level of Service (LOS) =							<b>F</b>

Critical Lane Volume Analysis

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**US 301 &  
Swanson Road  
(BACKGROUND TRAFFIC)**

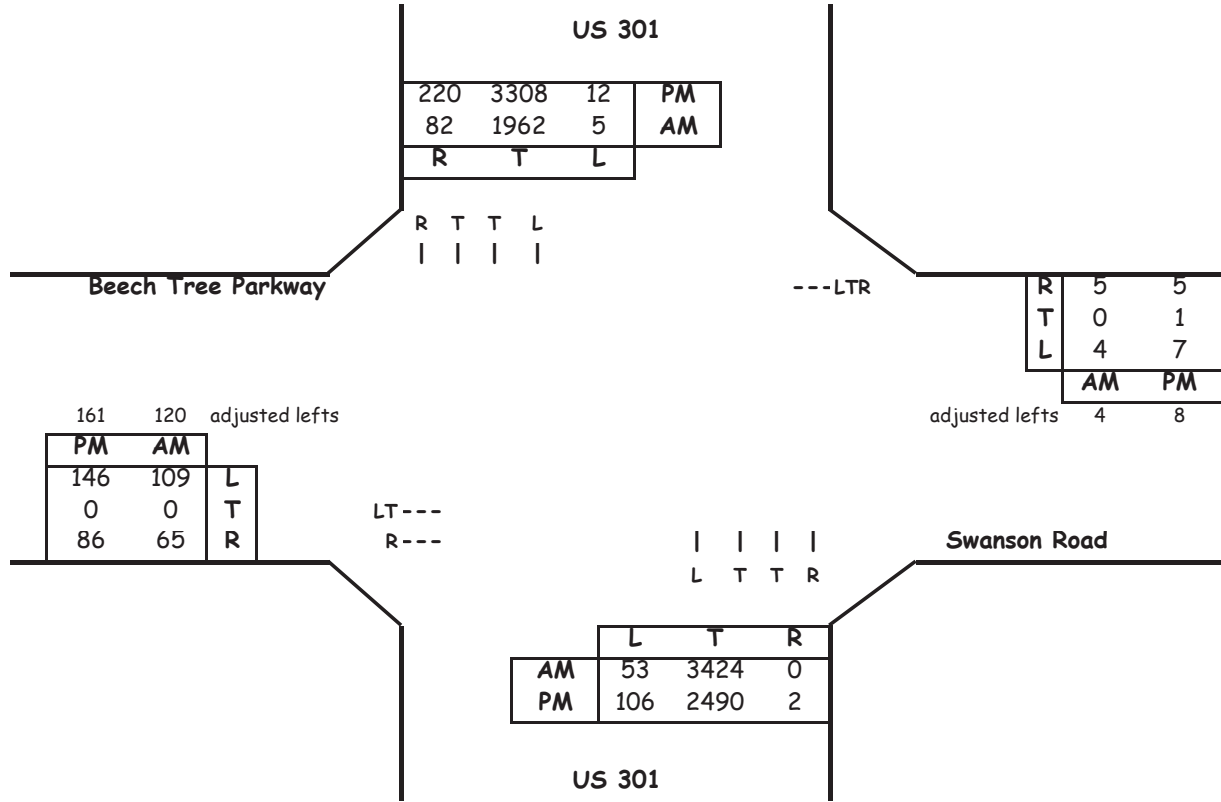
**Intersection  
7**

## CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

**Main Line:** US 301  
**Minor Street:** Swanson Road  
**Study Period:** TOTAL TRAFFIC

**Analyst:** Lenhart Traffic Consulting

### Lane Use + Traffic Volumes



### Critical Lane Volume Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	3424	0.55	1883	5	1	5	1888
SB	1962	0.55	1079	53	1	53	
EB	120	1	120	4	1	4	124
WB	9	1	9	109	1	109	
CLV TOTAL=							<b>2012</b>
Level of Service (LOS) =							<b>F</b>

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	2490	0.55	1370	12	1	12	1925
SB	3308	0.55	1819	106	1	106	
EB	161	1	161	7	1	7	168
WB	14	1	14	146	1	146	
CLV TOTAL=							<b>2093</b>
Level of Service (LOS) =							<b>F</b>

Critical Lane Volume Analysis

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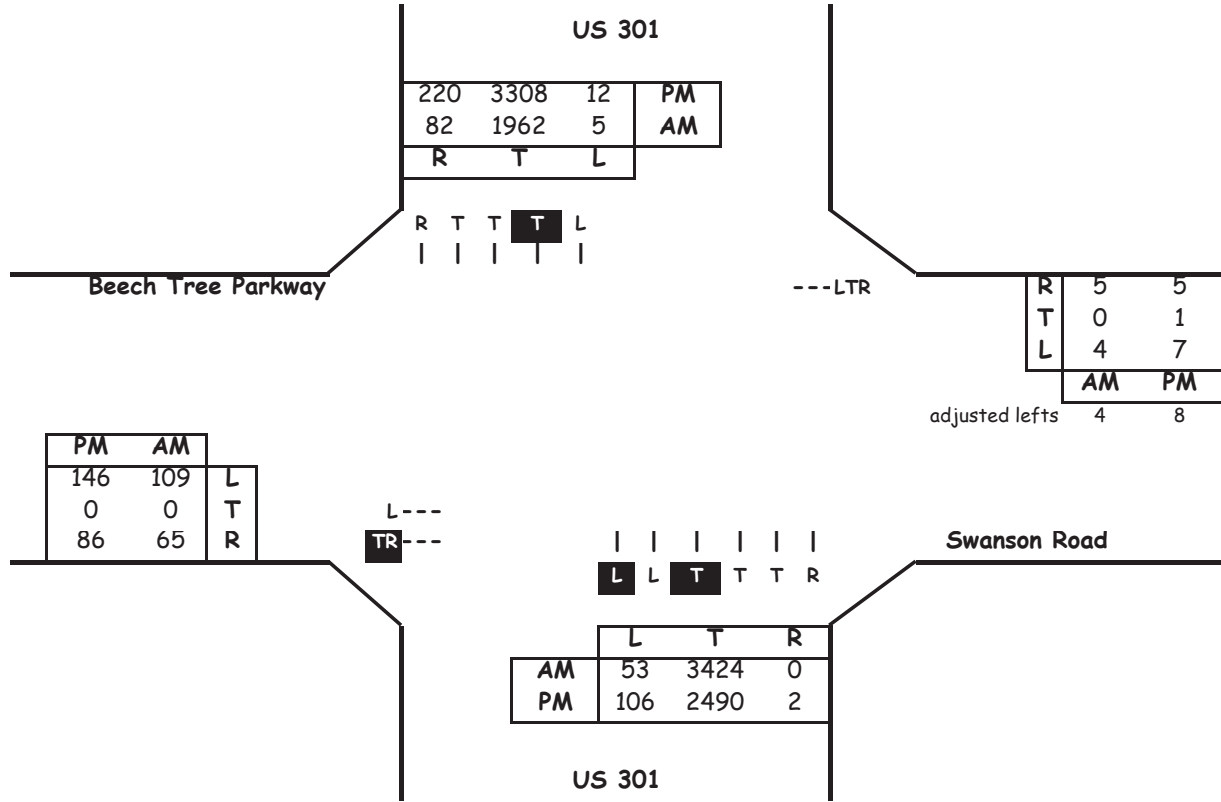
**US 301 &  
Swanson Road  
(TOTAL TRAFFIC)**

**Intersection  
7**

## CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

**Main Line:** US 301  
**Minor Street:** Swanson Road      **Analyst:** Lenhart Traffic Consulting  
**Study Period:** TOTAL TRAFFIC WITH CIP IMPROVEMENTS

### Lane Use + Traffic Volumes



### Critical Lane Volume Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	3424	0.37	1267	5	1	5	1272
SB	1962	0.37	726	53	0.6	32	
EB	65	1	65	4	1	4	118
WB	9	1	9	109	1	109	
CLV TOTAL =							<b>1390</b>
Level of Service (LOS) =							<b>D</b>

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	2490	0.37	921	12	1	12	1288
SB	3308	0.37	1224	106	0.6	64	
EB	86	1	86	7	1	7	160
WB	14	1	14	146	1	146	
CLV TOTAL =							<b>1448</b>
Level of Service (LOS) =							<b>D</b>

Critical Lane Volume Analysis

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**US 301 &  
Swanson Road**

( TOTAL TRAFFIC WITH CIP IMPROVEMENTS )

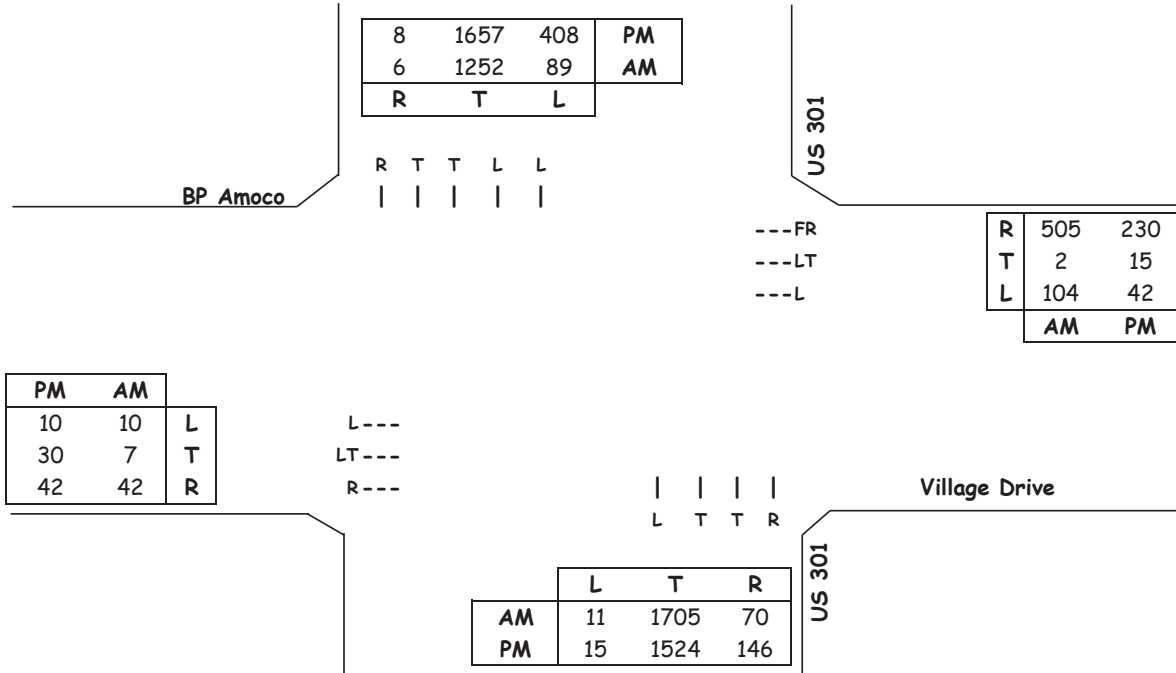
**Intersection  
7**

## Critical Lane Volume (CLV) Methodology for Prince Georges County

Main Line: US 301  
 Minor Street: Village Drive  
 Study Period: Existing Traffic

Analyst: Lenhart Traffic Consulting

### Lane Use + Traffic Volumes



### Traffic Signal Phasing includes East/West Split Phase

AM Peak Hour							
Dir	Through Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	31	1.00	31				31
WB	106	0.60	64				64
NB	1705	0.55	938	89	0.60	53	991
SB	1252	0.55	689	11	1.00	11	
CLV TOTAL=							<b>1086</b>
Level of Service (LOS)=-							<b>B</b>

PM Peak Hour							
Dir	Through Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	27	1.00	27				27
WB	57	0.60	34				34
NB	1524	0.55	838	408	0.60	245	1083
SB	1657	0.55	911	15	1.00	15	
CLV TOTAL=							<b>1144</b>
Level of Service (LOS)=-							<b>B</b>

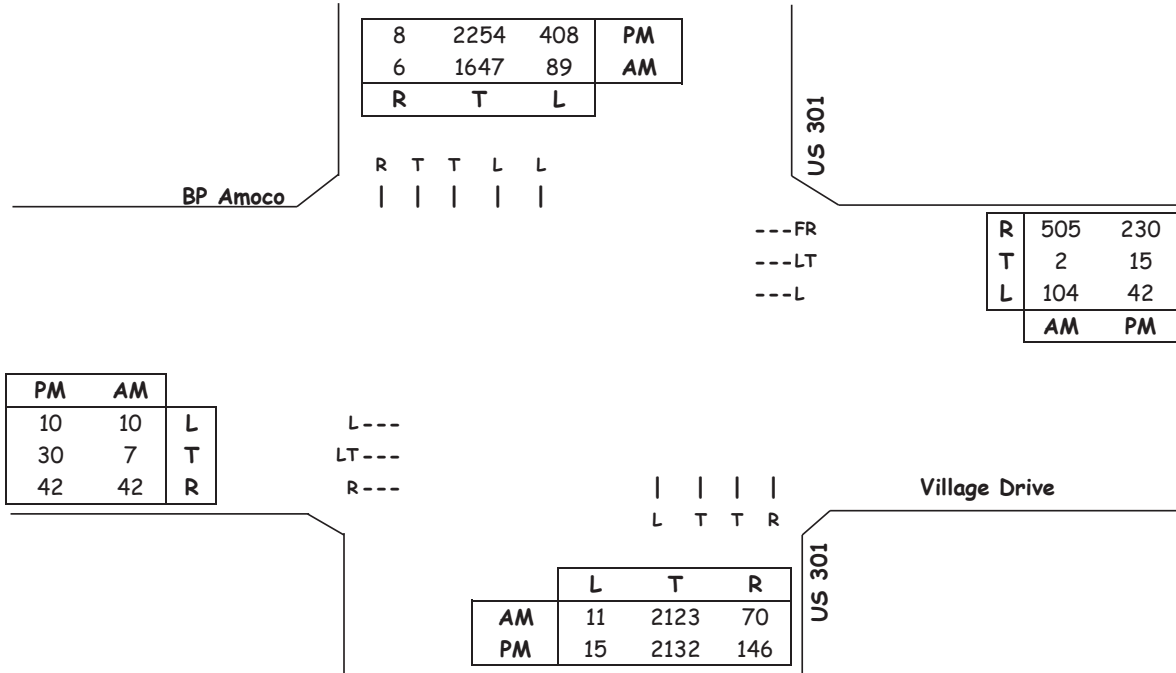
Critical Lane Volume Analysis		<b>Intersection 8</b>
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	US 301 & Village Drive (Existing Traffic)	

## Critical Lane Volume (CLV) Methodology for Prince Georges County

Main Line: US 301  
 Minor Street: Village Drive  
 Study Period: Background Traffic

Analyst: Lenhart Traffic Consulting

### Lane Use + Traffic Volumes



### Traffic Signal Phasing includes East/West Split Phase

AM Peak Hour							
Dir	Through Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	31	1.00	31				31
WB	106	0.60	64				64
NB	2123	0.55	1168	89	0.60	53	1221
SB	1647	0.55	906	11	1.00	11	
CLV TOTAL=							<b>1316</b>
Level of Service (LOS)=-							<b>D</b>

PM Peak Hour							
Dir	Through Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	27	1.00	27				27
WB	57	0.60	34				34
NB	2132	0.55	1173	408	0.60	245	1418
SB	2254	0.55	1240	15	1.00	15	
CLV TOTAL=							<b>1479</b>
Level of Service (LOS)=-							<b>E</b>

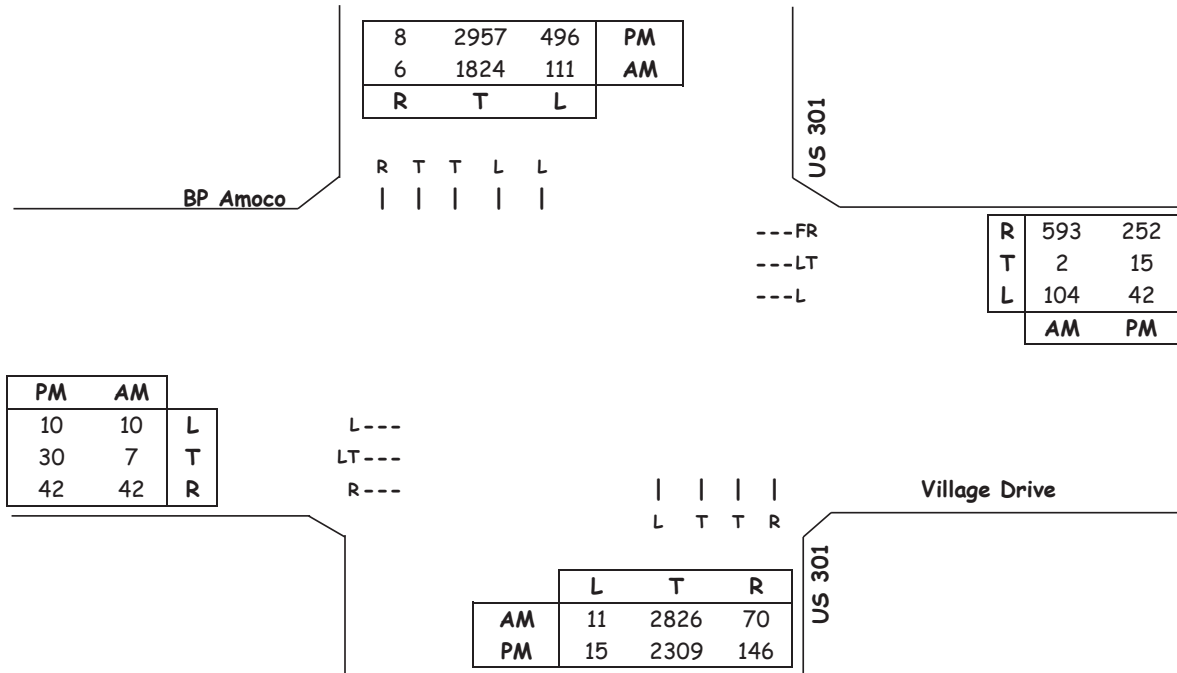
Critical Lane Volume Analysis		
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	US 301 & Village Drive (Background Traffic)	<b>Intersection 8</b>

## Critical Lane Volume (CLV) Methodology for Prince Georges County

Main Line: US 301  
 Minor Street: Village Drive  
 Study Period: Total Traffic

Analyst: Lenhart Traffic Consulting

### Lane Use + Traffic Volumes



### Traffic Signal Phasing includes East/West Split Phase

AM Peak Hour							
Dir	Through Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	31	1.00	31				31
WB	106	0.60	64				64
NB	2826	0.55	1554	111	0.60	67	1621
SB	1824	0.55	1003	11	1.00	11	
CLV TOTAL=							<b>1716</b>
Level of Service (LOS)=-							<b>F</b>

PM Peak Hour							
Dir	Through Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	27	1.00	27				27
WB	57	0.60	34				34
NB	2309	0.55	1270	496	0.60	298	1641
SB	2957	0.55	1626	15	1.00	15	
CLV TOTAL=							<b>1702</b>
Level of Service (LOS)=-							<b>F</b>

Critical Lane Volume Analysis		<b>Intersection 8</b>
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	US 301 & Village Drive (Total Traffic)	

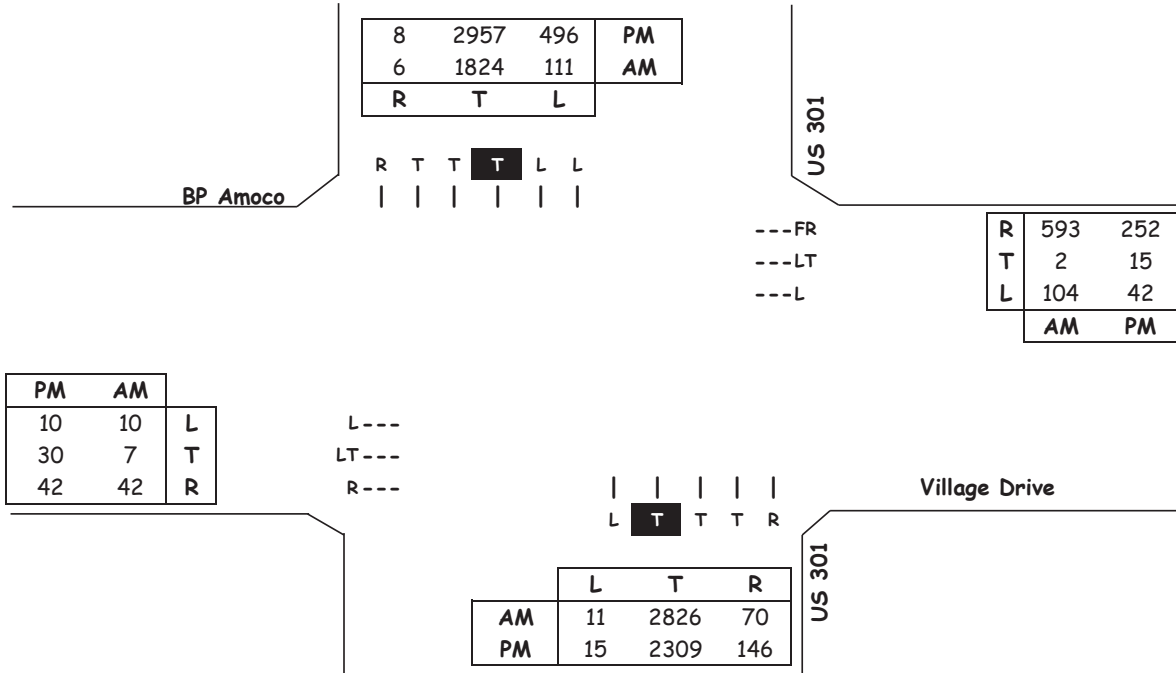


## Critical Lane Volume (CLV) Methodology for Prince Georges County

Main Line: US 301  
 Minor Street: Village Drive  
 Study Period: Total Traffic with CIP Improvements

Analyst: Lenhart Traffic Consulting

### Lane Use + Traffic Volumes



### Traffic Signal Phasing includes East/West Split Phase

AM Peak Hour							
Dir	Through Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	31	1.00	31				31
WB	106	0.60	64				64
NB	2826	0.37	1046	111	0.60	67	1113
SB	1824	0.37	675	11	1.00	11	
CLV TOTAL=							<b>1208</b>
Level of Service (LOS)=							<b>C</b>

PM Peak Hour							
Dir	Through Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	27	1.00	27				27
WB	57	0.60	34				34
NB	2309	0.37	854	496	0.60	298	1152
SB	2957	0.37	1094	15	1.00	15	
CLV TOTAL=							<b>1213</b>
Level of Service (LOS)=							<b>C</b>

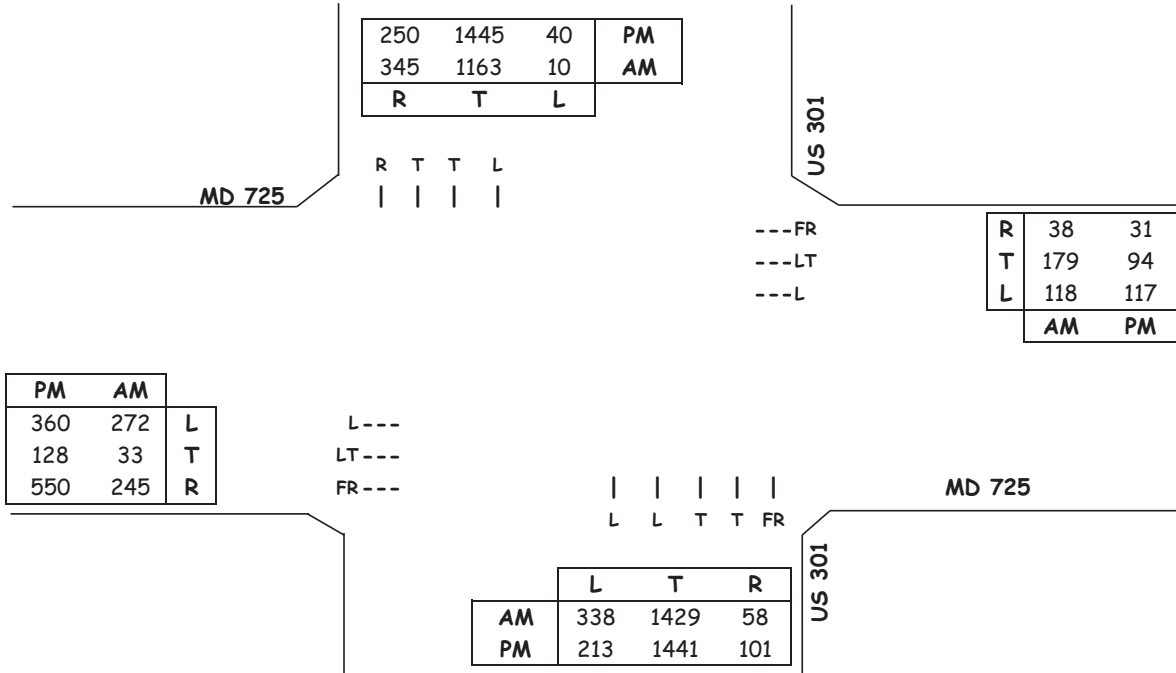
Critical Lane Volume Analysis		
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	US 301 & Village Drive (Total Traffic with CIP Improvements)	<b>Intersection 8</b>

## Critical Lane Volume (CLV) Methodology for Prince Georges County

Main Line: US 301  
 Minor Street: MD 725  
 Study Period: Existing Traffic

Analyst: Lenhart Traffic Consulting

### Lane Use + Traffic Volumes



### Traffic Signal Phasing includes East/West Split Phase

AM Peak Hour							
Dir	Through Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	305	0.60	183				183
WB	297	0.60	178				178
NB	1429	0.55	786	10	1.00	10	843
SB	1163	0.55	640	338	0.60	203	
CLV TOTAL=							<b>1204</b>
Level of Service (LOS) =							<b>C</b>

PM Peak Hour							
Dir	Through Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	488	0.60	293				293
WB	211	0.60	127				127
NB	1441	0.55	793	40	1.00	40	923
SB	1445	0.55	795	213	0.60	128	
CLV TOTAL=							<b>1343</b>
Level of Service (LOS) =							<b>D</b>

Critical Lane Volume Analysis



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US 301 &  
 MD 725  
 (Existing Traffic)

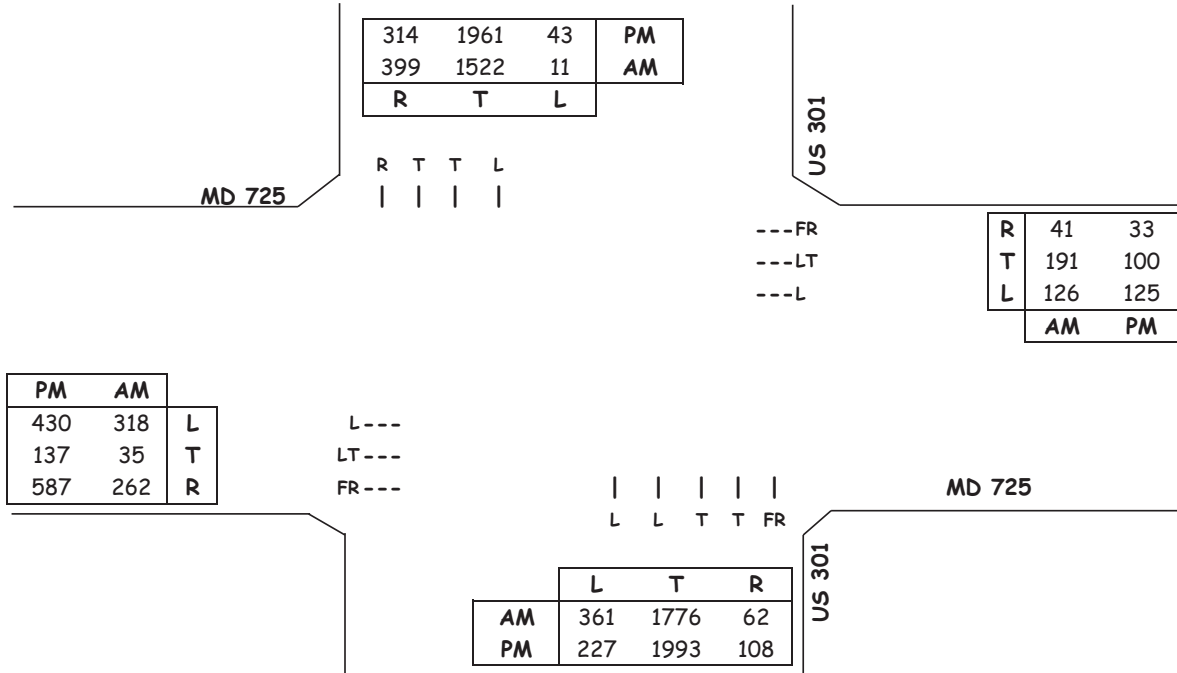
**Intersection  
 9**

## Critical Lane Volume (CLV) Methodology for Prince Georges County

Main Line: US 301  
 Minor Street: MD 725  
 Study Period: Background Traffic

Analyst: Lenhart Traffic Consulting

### Lane Use + Traffic Volumes



### Traffic Signal Phasing includes East/West Split Phase

AM Peak Hour							
Dir	Through Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	353	0.60	212				212
WB	317	0.60	190				190
NB	1776	0.55	977	11	1.00	11	1054
SB	1522	0.55	837	361	0.60	217	
CLV TOTAL=							<b>1456</b>
Level of Service (LOS )=							<b>E</b>

PM Peak Hour							
Dir	Through Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	567	0.60	340				340
WB	225	0.60	135				135
NB	1993	0.55	1096	43	1.00	43	1215
SB	1961	0.55	1079	227	0.60	136	
CLV TOTAL=							<b>1690</b>
Level of Service (LOS )=							<b>F</b>

Critical Lane Volume Analysis



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US 301 &  
 MD 725  
 (Background Traffic)

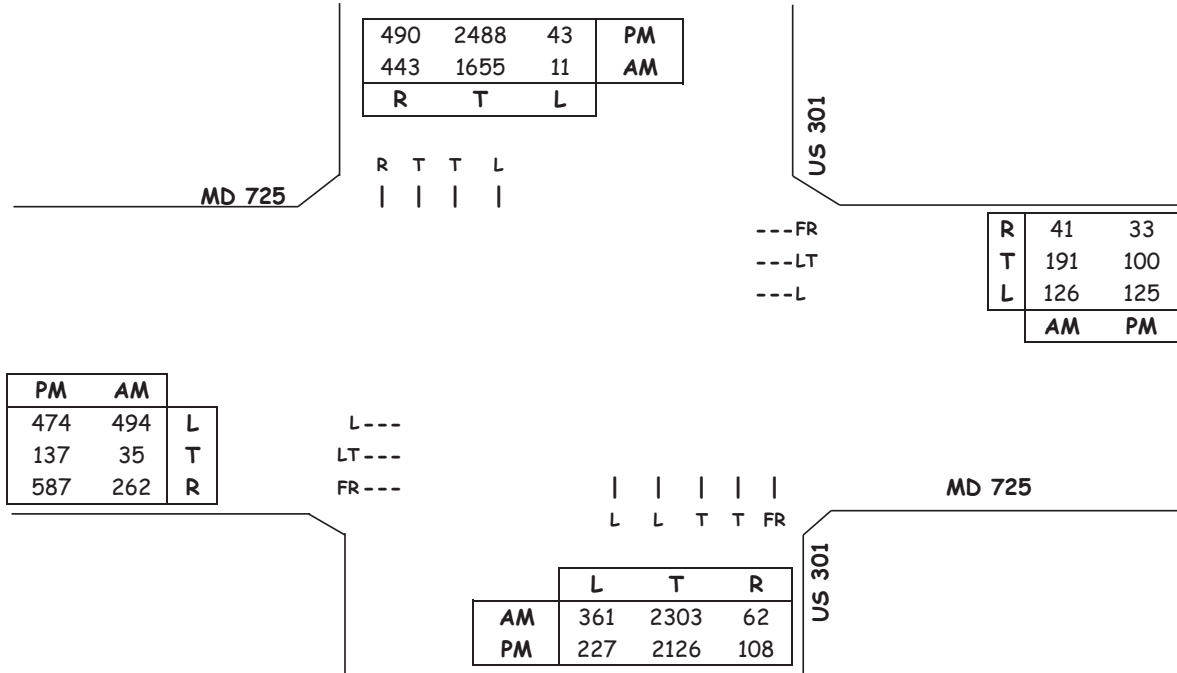
**Intersection  
 9**

## Critical Lane Volume (CLV) Methodology for Prince Georges County

Main Line: US 301  
 Minor Street: MD 725  
 Study Period: Total Traffic

Analyst: Lenhart Traffic Consulting

### Lane Use + Traffic Volumes



### Traffic Signal Phasing includes East/West Split Phase

AM Peak Hour							
Dir	Through Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	529	0.60	317				317
WB	317	0.60	190				190
NB	2303	0.55	1267	11	1.00	11	1278
SB	1655	0.55	910	361	0.60	217	
CLV TOTAL=							<b>1785</b>
Level of Service (LOS )=							<b>F</b>

PM Peak Hour							
Dir	Through Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	611	0.60	367				367
WB	225	0.60	135				135
NB	2126	0.55	1169	43	1.00	43	1504
SB	2488	0.55	1368	227	0.60	136	
CLV TOTAL=							<b>2006</b>
Level of Service (LOS )=							<b>F</b>

Critical Lane Volume Analysis



US 301 &  
 MD 725  
 (Total Traffic)

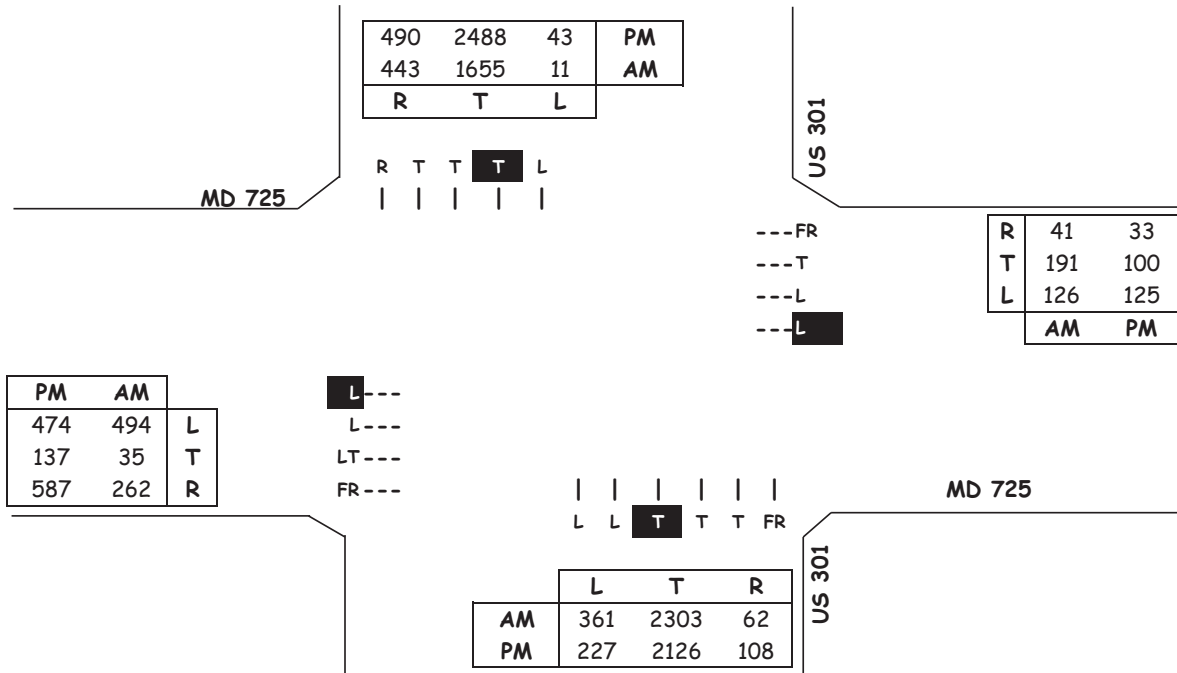
**Intersection  
 9**

## Critical Lane Volume (CLV) Methodology for Prince Georges County

Main Line: US 301  
 Minor Street: MD 725  
 Study Period: Total Traffic with CIP Improvements

Analyst: Lenhart Traffic Consulting

### Lane Use + Traffic Volumes



### Traffic Signal Phasing includes East/West Split Phase

AM Peak Hour							
Dir	Through Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	529	0.45	238				238
WB	191	1.00	191				191
NB	2303	0.37	852	11	1.00	11	863
SB	1655	0.37	612	361	0.60	217	
CLV TOTAL=							<b>1292</b>
Level of Service (LOS) =							<b>C</b>

PM Peak Hour							
Dir	Through Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	611	0.45	275				275
WB	100	1.00	100				100
NB	2126	0.37	787	43	1.00	43	1057
SB	2488	0.37	921	227	0.60	136	
CLV TOTAL=							<b>1432</b>
Level of Service (LOS) =							<b>D</b>

Critical Lane Volume Analysis



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US 301 &  
 MD 725  
 (Total Traffic with CIP Improvements)

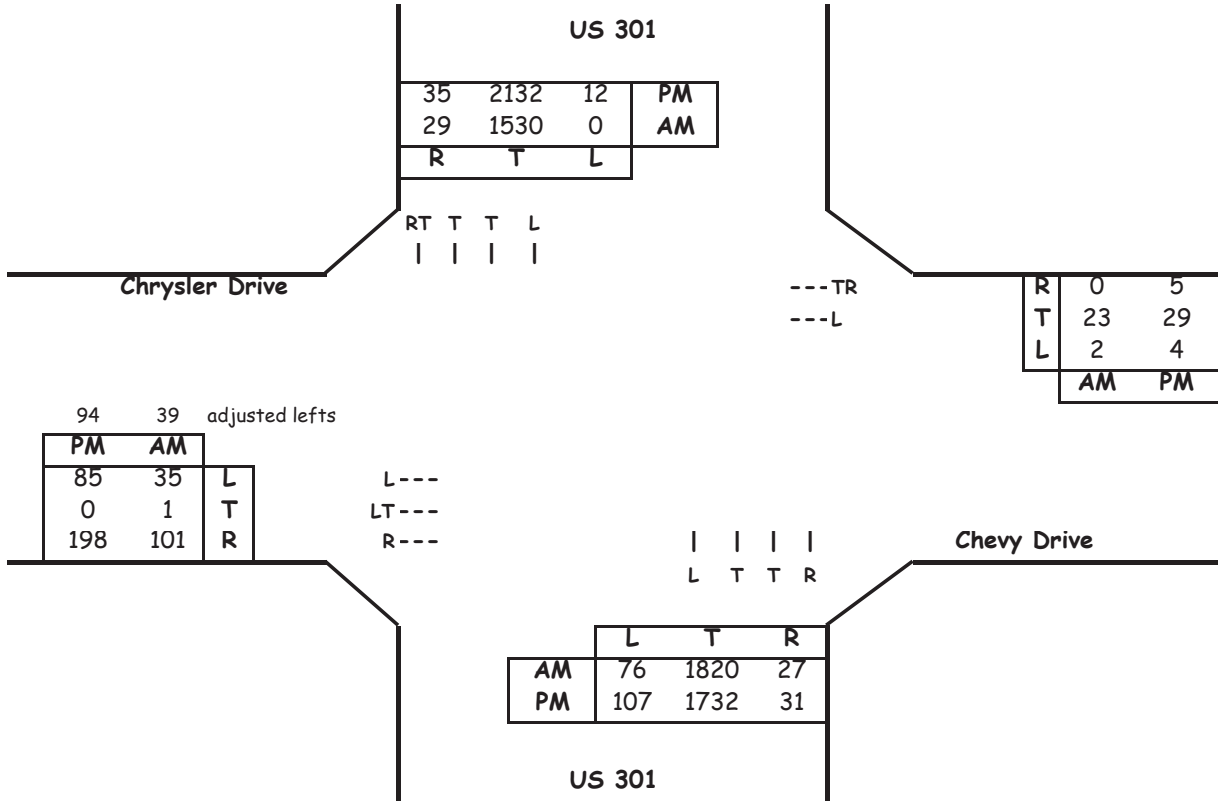
**Intersection  
 9**

## CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Main Line: US 301  
 Minor Street: Chevy Drive  
 Study Period: EXISTING TRAFFIC

Analyst: Lenhart Traffic Consulting

### Lane Use + Traffic Volumes



### Critical Lane Volume Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	1820	0.55	1001	0	1	0	1001
SB	1559	0.37	577	76	1	76	
EB	40	0.6	24	2	1	2	44
WB	23	1	23	35	0.6	21	
CLV TOTAL=							<b>1045</b>
Level of Service (LOS) =							<b>B</b>

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	1732	0.55	953	12	1	12	965
SB	2167	0.37	802	107	1	107	
EB	94	1	94	4	1	4	98
WB	34	1	34	85	0.6	51	
CLV TOTAL=							<b>1063</b>
Level of Service (LOS) =							<b>B</b>

Critical Lane Volume Analysis



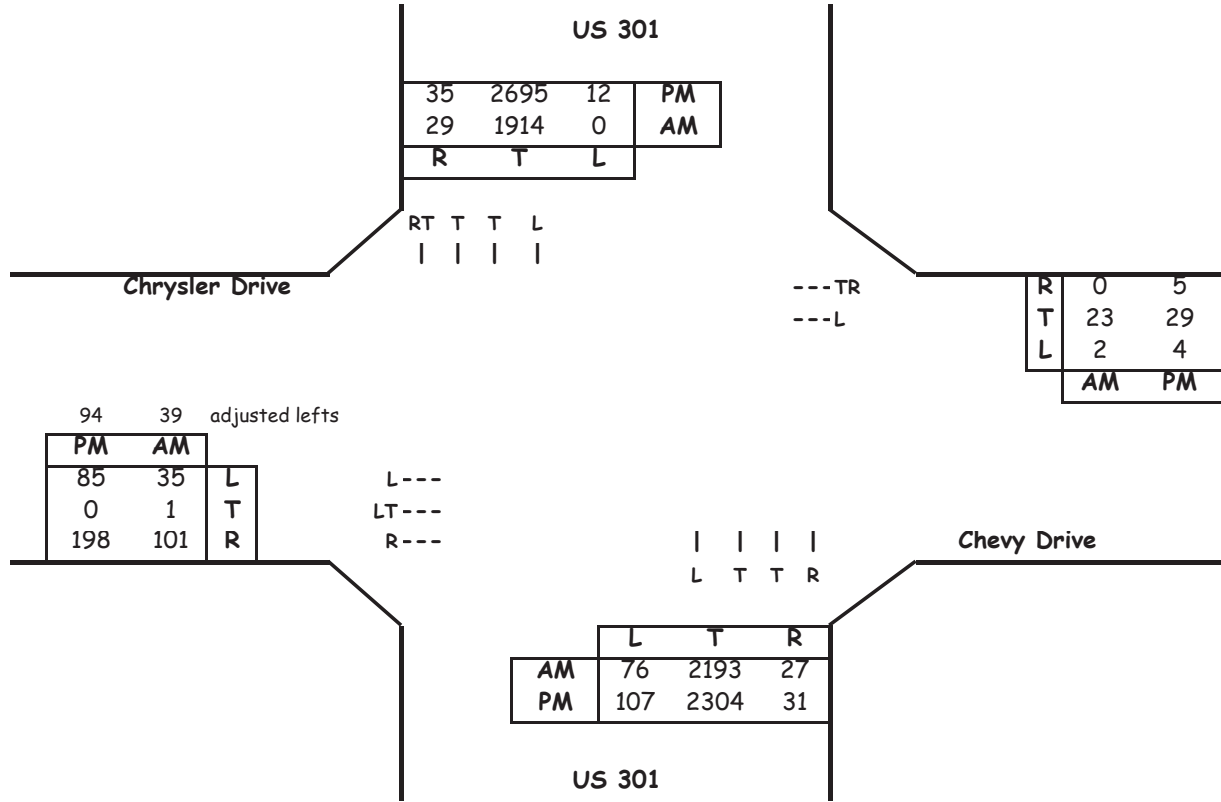
**US 301 &  
Chevy Drive**  
(EXISTING TRAFFIC)

**Intersection  
10**

## CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Main Line: US 301  
 Minor Street: Chevy Drive  
 Study Period: BACKGROUND TRAFFIC  
 Analyst: Lenhart Traffic Consulting

### Lane Use + Traffic Volumes



### Critical Lane Volume Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	2193	0.55	1206	0	1	0	1206
SB	1943	0.37	719	76	1	76	
EB	40	0.6	24	2	1	2	44
WB	23	1	23	35	0.6	21	
CLV TOTAL=							1250
Level of Service (LOS) =							C

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	2304	0.55	1267	12	1	12	1279
SB	2730	0.37	1010	107	1	107	
EB	94	0.6	56	4	1	4	85
WB	34	1	34	85	0.6	51	
CLV TOTAL=							1364
Level of Service (LOS) =							D

Critical Lane Volume Analysis

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**US 301 &  
Chevy Drive  
(BACKGROUND TRAFFIC)**

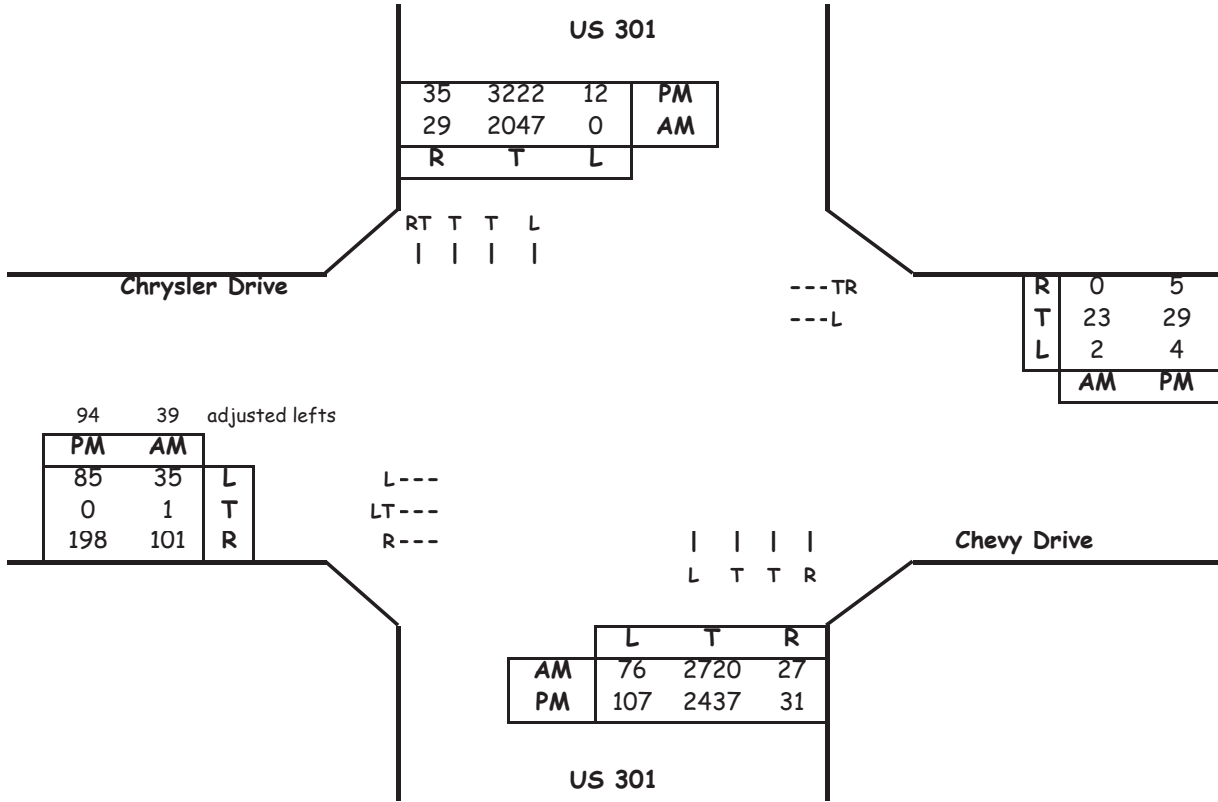
**Intersection  
10**

## CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Main Line: US 301  
 Minor Street: Chevy Drive  
 Study Period: TOTAL TRAFFIC

Analyst: Lenhart Traffic Consulting

### Lane Use + Traffic Volumes



### Critical Lane Volume Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	2720	0.55	1496	0	1	0	1496
SB	2076	0.37	768	76	1	76	
EB	40	0.6	24	2	1	2	44
WB	23	1	23	35	0.6	21	
CLV TOTAL=							1540
Level of Service (LOS) =							E

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	2437	0.55	1340	12	1	12	1352
SB	3257	0.37	1205	107	1	107	
EB	94	0.6	56	4	1	4	85
WB	34	1	34	85	0.6	51	
CLV TOTAL=							1437
Level of Service (LOS) =							D

Critical Lane Volume Analysis

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US 301 &  
 Chevy Drive  
 (TOTAL TRAFFIC)

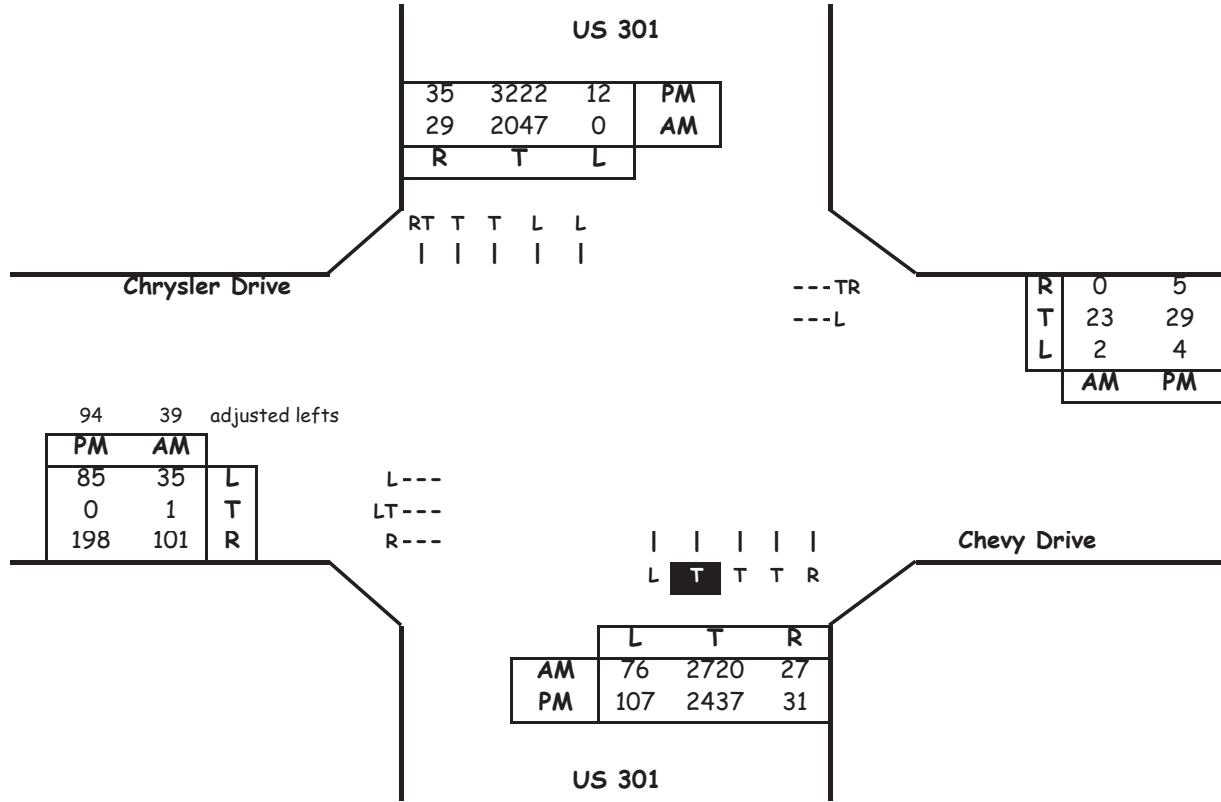
**Intersection  
 10**



## CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Main Line: US 301  
 Minor Street: Chevy Drive                      Analyst: Lenhart Traffic Consulting  
 Study Period: TOTAL TRAFFIC WITH CIP IMPROVEMENTS

### Lane Use + Traffic Volumes



### Critical Lane Volume Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	2720	0.37	1006	0	0.6	0	1006
SB	2076	0.37	768	76	1	76	
EB	40	0.6	24	2	1	2	44
WB	23	1	23	35	0.6	21	
CLV TOTAL=							<b>1050</b>
Level of Service (LOS) =							<b>B</b>

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	2437	0.37	902	12	0.6	7	1312
SB	3257	0.37	1205	107	1	107	
EB	94	0.6	56	4	1	4	85
WB	34	1	34	85	0.6	51	
CLV TOTAL=							<b>1397</b>
Level of Service (LOS) =							<b>D</b>

Critical Lane Volume Analysis

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**US 301 &  
Chevy Drive**

( TOTAL TRAFFIC WITH CIP IMPROVEMENTS )

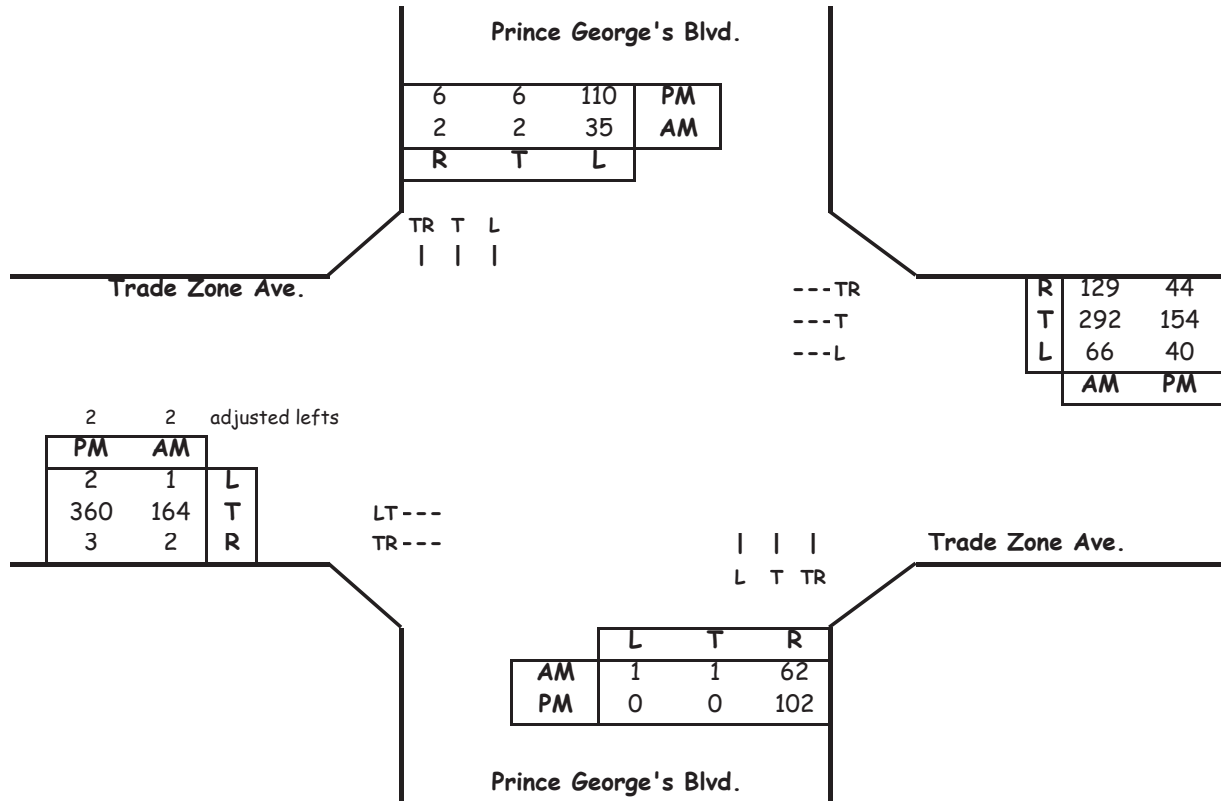
**Intersection  
10**

## CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

**Main Line:** Prince George's Blvd.  
**Minor Street:** Trade Zone Ave.  
**Study Period:** EXISTING TRAFFIC

**Analyst:** Lenhart Traffic Consulting

### Lane Use + Traffic Volumes



### Critical Lane Volume Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	63	0.55	35	35	1	35	70
SB	4	0.55	2	1	1	1	
EB	168	0.55	92	66	1	66	233
WB	421	0.55	232	1	1	1	
CLV TOTAL =							<b>303</b>
Level of Service (LOS) =							<b>A</b>

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	102	0.55	56	110	1	110	166
SB	12	0.55	7	0	1	0	
EB	365	0.55	201	40	1	40	241
WB	198	0.55	109	2	1	2	
CLV TOTAL =							<b>407</b>
Level of Service (LOS) =							<b>A</b>

Critical Lane Volume Analysis

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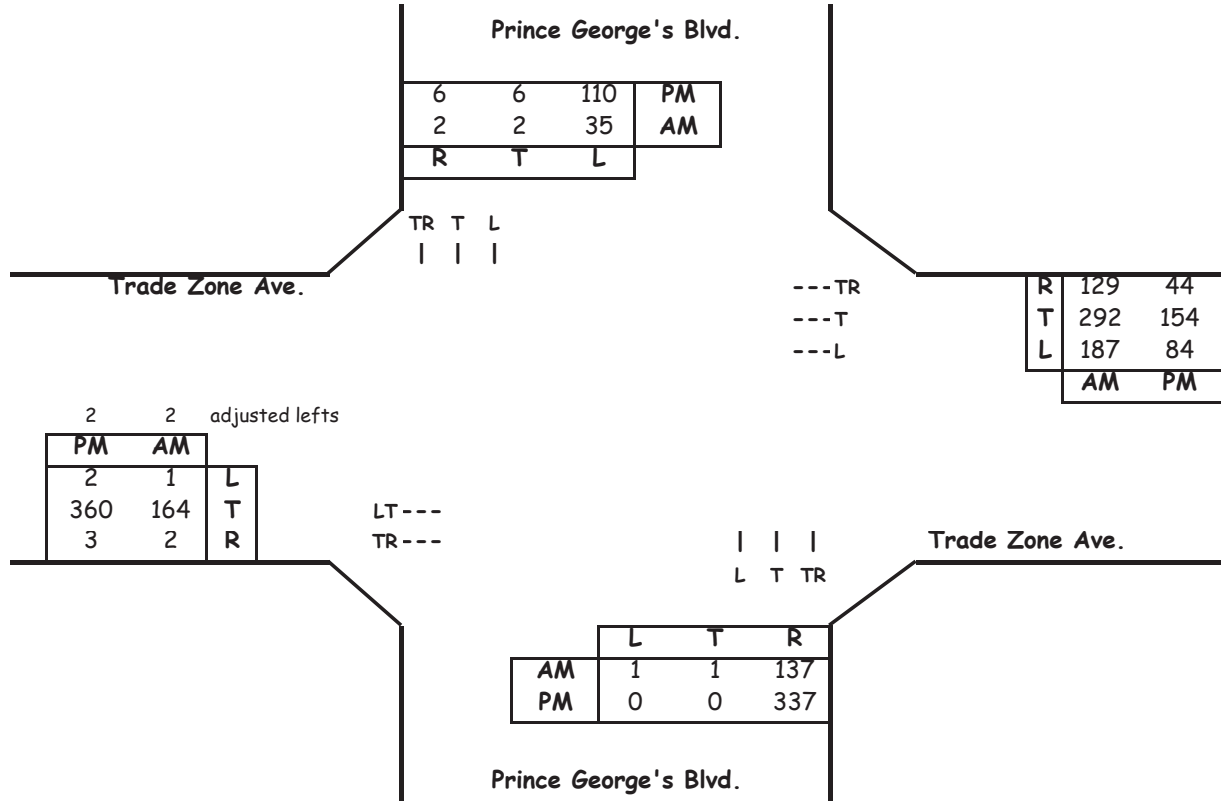
Prince George's Blvd. &  
 Trade Zone Ave.  
 (EXISTING TRAFFIC)

**Intersection  
 11**

## CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

**Main Line:** Prince George's Blvd.  
**Minor Street:** Trade Zone Ave.      **Analyst:** Lenhart Traffic Consulting  
**Study Period:** BACKGROUND TRAFFIC

### Lane Use + Traffic Volumes



### Critical Lane Volume Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	138	0.55	76	35	1	35	111
SB	4	0.55	2	1	1	1	
EB	168	0.55	92	187	1	187	279
WB	421	0.55	232	1	1	1	
CLV TOTAL=							<b>390</b>
Level of Service (LOS) =							<b>A</b>

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	337	0.55	185	110	1	110	295
SB	12	0.55	7	0	1	0	
EB	365	0.55	201	84	1	84	285
WB	198	0.55	109	2	1	2	
CLV TOTAL=							<b>580</b>
Level of Service (LOS) =							<b>A</b>

Critical Lane Volume Analysis

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Prince George's Blvd. &  
 Trade Zone Ave.  
 (BACKGROUND TRAFFIC)

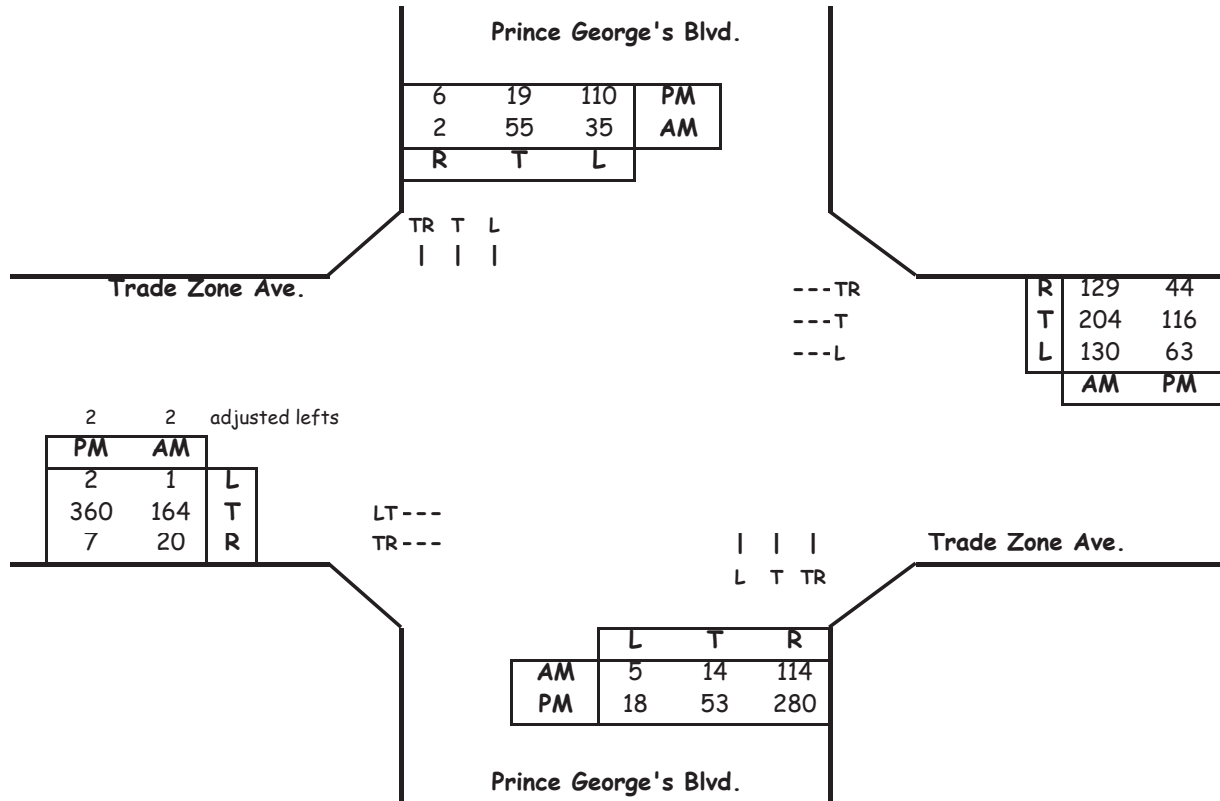
**Intersection  
 11**

## CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

**Main Line:** Prince George's Blvd.  
**Minor Street:** Trade Zone Ave.  
**Study Period:** TOTAL TRAFFIC

**Analyst:** Lenhart Traffic Consulting

### Lane Use + Traffic Volumes



### Critical Lane Volume Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	128	0.55	70	35	1	35	105
SB	57	0.55	31	5	1	5	
EB	186	0.55	102	130	1	130	232
WB	333	0.55	183	1	1	1	
CLV TOTAL =							<b>337</b>
Level of Service (LOS) =							<b>A</b>

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	333	0.55	183	110	1	110	293
SB	25	0.55	14	18	1	18	
EB	369	0.55	203	63	1	63	266
WB	160	0.55	88	2	1	2	
CLV TOTAL =							<b>559</b>
Level of Service (LOS) =							<b>A</b>

Critical Lane Volume Analysis



Prince George's Blvd. &  
 Trade Zone Ave.  
 (TOTAL TRAFFIC)

**Intersection  
 11**

## CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

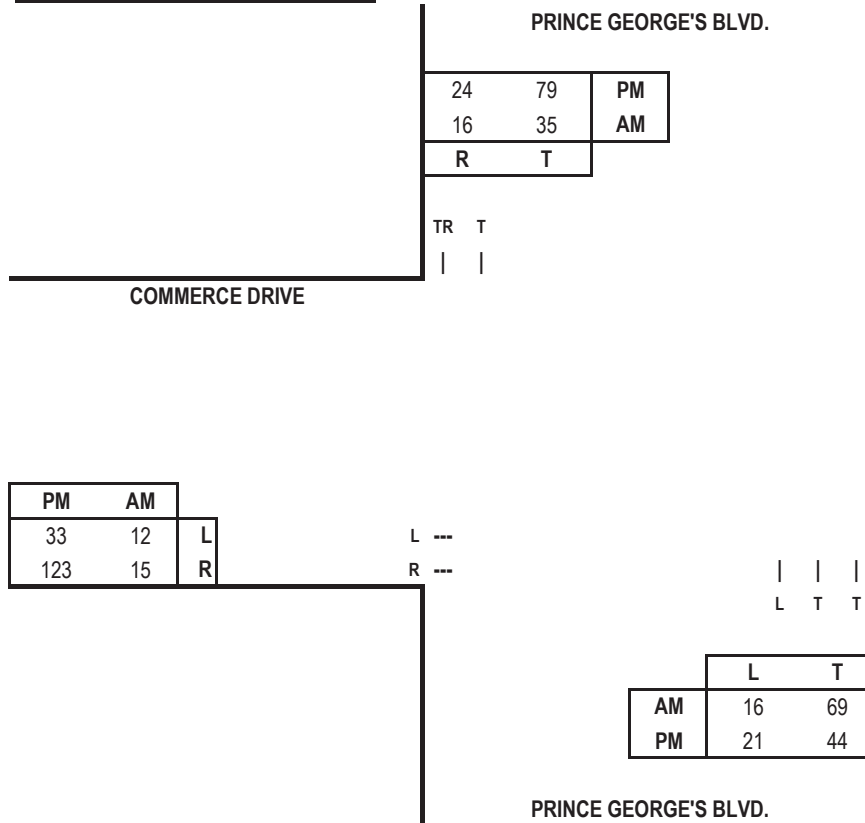
**Intersection of:** Prince George's Blvd.

**and:** Commerce Drive

**Conditions:** Existing Traffic

**Analyst:** Lenhart Traffic Consulting

### Lane Use + Traffic Volumes



### Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	12	1.00	12				12
NB	69	0.55	38				44
SB	51	0.55	28	16	1.00	16	
CLV TOTAL =							<b>56</b>
Level of Service (LOS) =							<b>A</b>

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	102	1.00	102				102
NB	44	0.55	24				78
SB	103	0.55	57	21	1.00	21	
CLV TOTAL =							<b>180</b>
Level of Service (LOS) =							<b>A</b>

Critical Lane Volume Analysis



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Prince George's Blvd. &  
Commerce Drive  
(Existing Traffic)

**Intersection  
12**

## CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

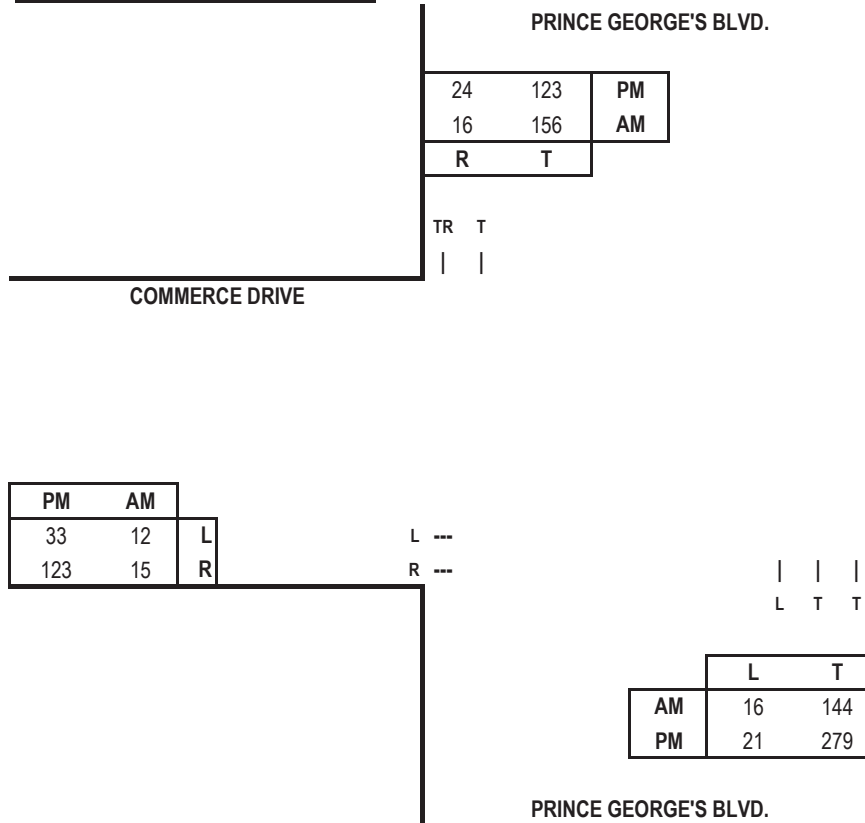
**Intersection of:** Prince George's Blvd.

**and:** Commerce Drive

**Conditions:** Background Traffic

**Analyst:** Lenhart Traffic Consulting

### Lane Use + Traffic Volumes



### Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	12	1.00	12				12
NB	144	0.55	79				111
SB	172	0.55	95	16	1.00	16	
CLV TOTAL =							<b>123</b>
Level of Service (LOS) =							<b>A</b>

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	102	1.00	102				102
NB	279	0.55	153				153
SB	147	0.55	81	21	1.00	21	
CLV TOTAL =							<b>255</b>
Level of Service (LOS) =							<b>A</b>

Critical Lane Volume Analysis



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Prince George's Blvd. &  
Commerce Drive  
(Background Traffic)

**Intersection  
12**

## CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

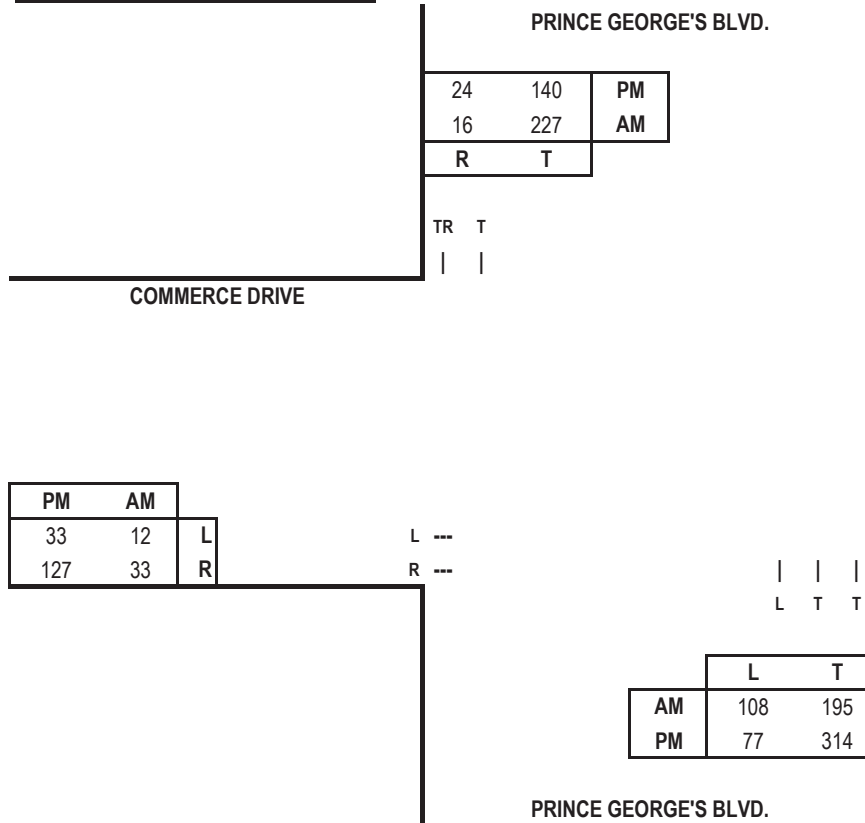
**Intersection of:** Prince George's Blvd.

**and:** Commerce Drive

**Conditions:** Total Traffic

**Analyst:** Lenhart Traffic Consulting

### Lane Use + Traffic Volumes



### Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	12	1.00	12				12
NB	195	0.55	107				242
SB	243	0.55	134	108	1.00	108	
CLV TOTAL =							<b>254</b>
Level of Service (LOS) =							<b>A</b>

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	50	1.00	50				50
NB	314	0.55	173				173
SB	164	0.55	90	77	1.00	77	
CLV TOTAL =							<b>223</b>
Level of Service (LOS) =							<b>A</b>

Critical Lane Volume Analysis



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Prince George's Blvd. &  
Commerce Drive  
(Total Traffic)

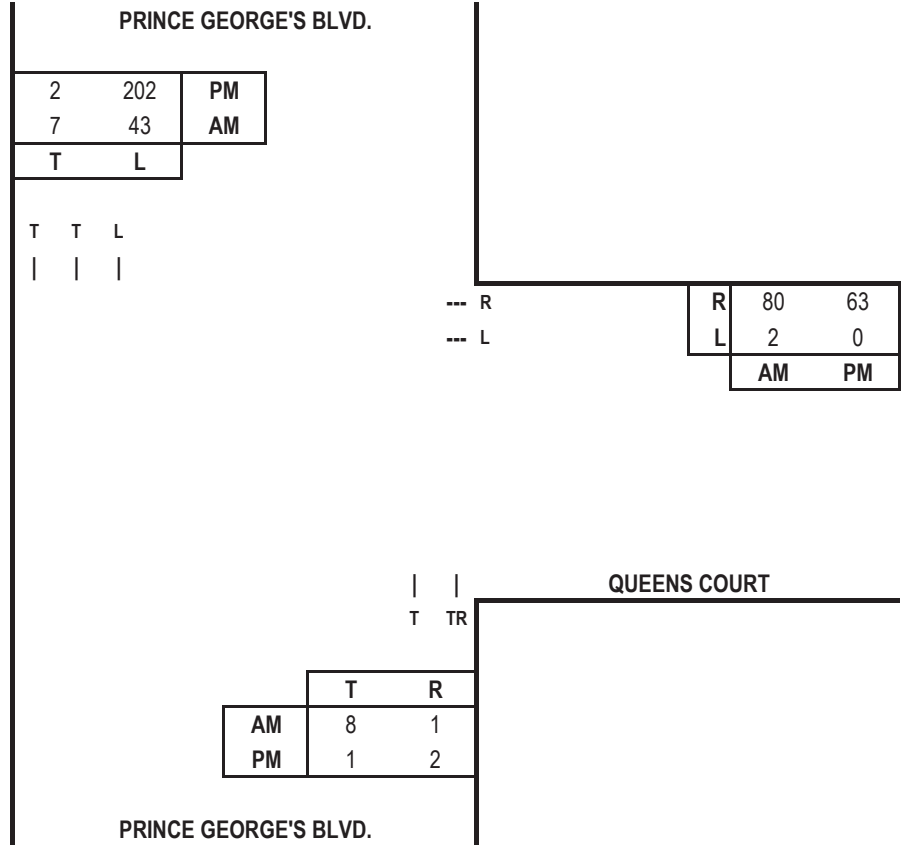
**Intersection  
12**

# CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

**Intersection of:** Prince George's Blvd.  
**and:** Queens Court  
**Conditions:** Existing Traffic

**Analyst:** Lenhart Traffic Consulting

## Lane Use + Traffic Volumes



## Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
WB	37	1.00	37				37
NB	9	0.55	5	43	1.00	43	48
SB	7	0.55	4				
CLV TOTAL =							<b>85</b>
Level of Service (LOS) =							<b>A</b>

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
WB	63	0.00	0				0
NB	3	0.55	2	202	1.00	202	204
SB	2	0.55	1				
CLV TOTAL =							<b>204</b>
Level of Service (LOS) =							<b>A</b>

### Critical Lane Volume Analysis



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Prince George's Blvd. &  
Queens Court  
(Existing Traffic)

**Intersection  
13**

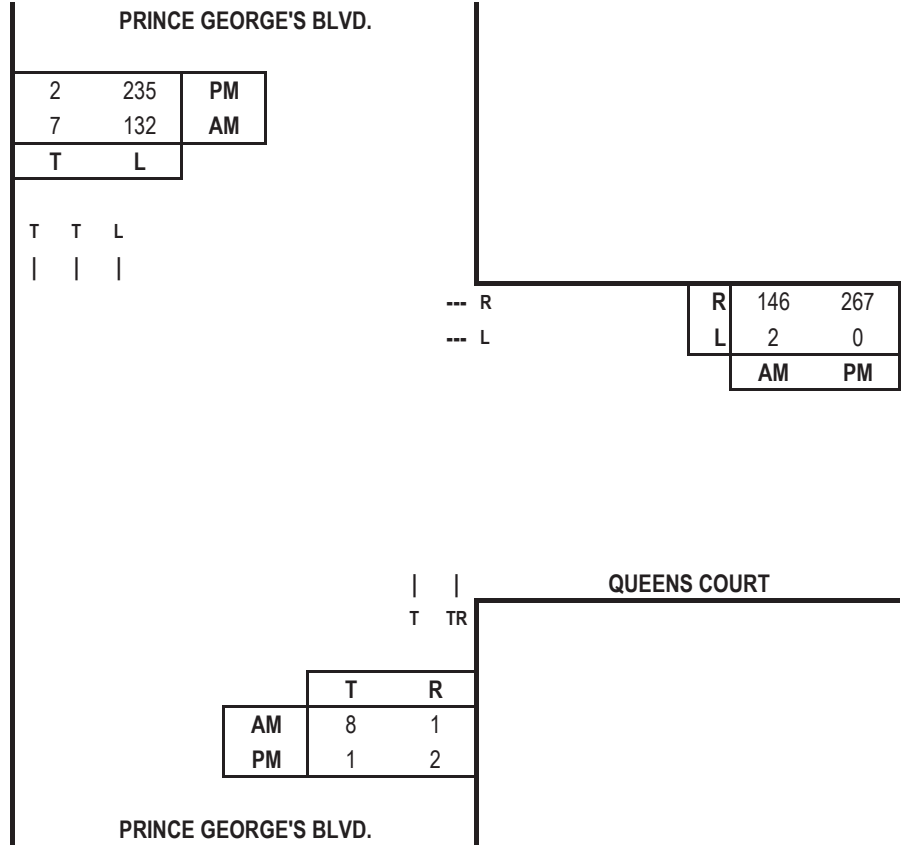


# CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

**Intersection of:** Prince George's Blvd.  
**and:** Queens Court  
**Conditions:** Existing Traffic

**Analyst:** Lenhart Traffic Consulting

## Lane Use + Traffic Volumes



## Capacity Analysis

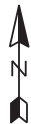
Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
WB	14	1.00	14				14
NB	9	0.55	5	132	1.00	132	137
SB	7	0.55	4				
CLV TOTAL=							<b>151</b>
Level of Service (LOS) =							<b>A</b>

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
WB	32	1.00	32				32
NB	3	0.55	2	235	1.00	235	237
SB	2	0.55	1				
CLV TOTAL=							<b>269</b>
Level of Service (LOS) =							<b>A</b>

### Critical Lane Volume Analysis



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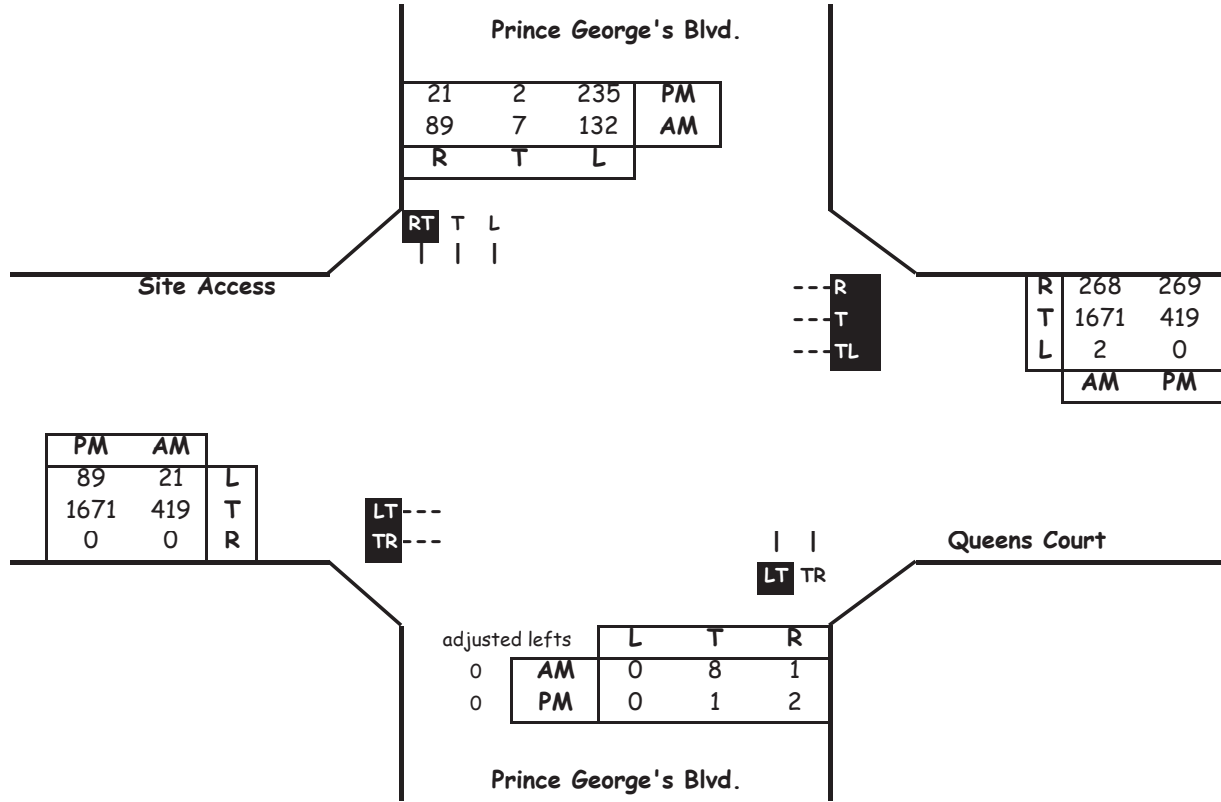
Prince George's Blvd. &  
Queens Court  
(Existing Traffic)

**Intersection  
13**

## CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

**Main Line:** Prince George's Blvd.  
**Minor Street:** Queens Court  
**Study Period:** TOTAL TRAFFIC  
**Analyst:** Lenhart Traffic Consulting

### Lane Use + Traffic Volumes



### Critical Lane Volume Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	9	0.55	5	132	1	132	137
SB	96	0.55	53	0	1	0	
EB	440	0.55	242				242
WB	1941	0.55	1068				1068
CLV TOTAL=							<b>1447</b>
Level of Service (LOS)=-							<b>D</b>

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	3	0.55	2	235	1	235	237
SB	23	0.55	13	0	1	0	
EB	1760	0.55	968				968
WB	419	0.55	230				230
CLV TOTAL=							<b>1435</b>
Level of Service (LOS)=-							<b>D</b>

Critical Lane Volume Analysis

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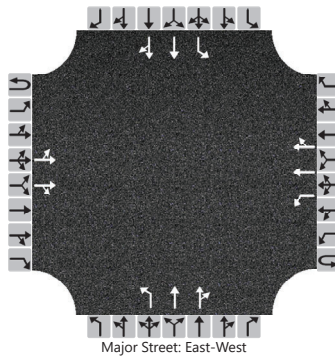
Prince George's Blvd. &  
 Queens Court  
 (TOTAL TRAFFIC)

**Intersection  
 13**

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Lenhart Traffic Cons.			Intersection	11		
Agency/Co.				Jurisdiction	Prince George's County		
Date Performed	1/13/2022			East/West Street	Trade Zone Avenue		
Analysis Year	2022			North/South Street	Prince George's Boulevard		
Time Analyzed	Existing AM			Peak Hour Factor	0.92		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	National Capital Business Park						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	2	0	0	1	2	0		1	2	0		1	2	0
Configuration		LT		TR		L	T	TR		L	T	TR		L	T	TR
Volume (veh/h)		1	164	2	0	66	292	129		1	1	62		35	2	2
Percent Heavy Vehicles (%)		3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type   Storage					Left + Thru								1			

## Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

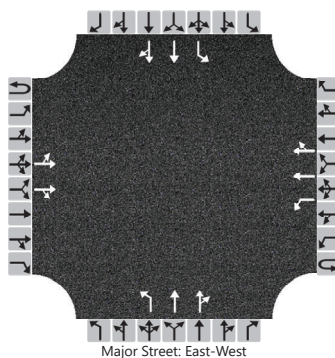
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		1				72				1	1	68		38	1	3
Capacity, c (veh/h)		1093				1385				518	382	935		398	405	592
v/c Ratio		0.00				0.05				0.00	0.00	0.07		0.10	0.00	0.01
95% Queue Length, Q <sub>95</sub> (veh)		0.0				0.2				0.0	0.0	0.2		0.3	0.0	0.0
Control Delay (s/veh)		8.3				7.7				12.0	14.4	9.1		15.0	13.9	11.1
Level of Service (LOS)		A				A				B	B	A		C	B	B
Approach Delay (s/veh)		0.1			1.0			9.2			14.7					
Approach LOS								A			B					

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Lenhart Traffic Cons.			Intersection	11		
Agency/Co.				Jurisdiction	Prince George's County		
Date Performed	1/13/2022			East/West Street	Trade Zone Avenue		
Analysis Year	2022			North/South Street	Prince George's Boulevard		
Time Analyzed	Existing PM			Peak Hour Factor	0.92		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	National Capital Business Park						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	2	0	0	1	2	0		1	2	0		1	2	0
Configuration		LT		TR		L	T	TR		L	T	TR		L	T	TR
Volume (veh/h)		2	360	3	0	40	154	44		0	0	102		110	6	6
Percent Heavy Vehicles (%)		3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type   Storage					Left + Thru								1			

## Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

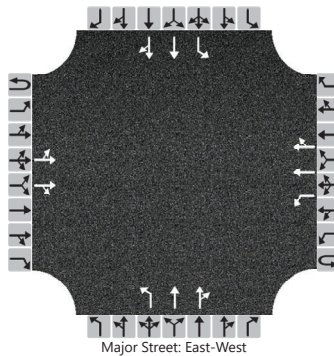
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		2				43				0	0	111		120	3	10
Capacity, c (veh/h)		1345				1153				474	438	808		475	433	670
v/c Ratio		0.00				0.04				0.00	0.00	0.14		0.25	0.01	0.01
95% Queue Length, Q <sub>95</sub> (veh)		0.0				0.1				0.0	0.0	0.5		1.0	0.0	0.0
Control Delay (s/veh)		7.7				8.2				12.6	13.2	10.2		15.1	13.4	10.5
Level of Service (LOS)		A				A				B	B	B		C	B	B
Approach Delay (s/veh)	0.0				1.4				10.2				14.7			
Approach LOS									B				B			

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Lenhart Traffic Cons.			Intersection	11		
Agency/Co.				Jurisdiction	Prince George's County		
Date Performed	1/13/2022			East/West Street	Trade Zone Avenue		
Analysis Year	2028			North/South Street	Prince George's Boulevard		
Time Analyzed	Background AM			Peak Hour Factor	0.92		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	National Capital Business Park						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	2	0	0	1	2	0		1	2	0		1	2	0
Configuration		LT		TR		L	T	TR		L	T	TR		L	T	TR
Volume (veh/h)		1	164	2	0	187	292	129		1	1	137		35	2	2
Percent Heavy Vehicles (%)		3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type   Storage					Left + Thru								1			

## Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

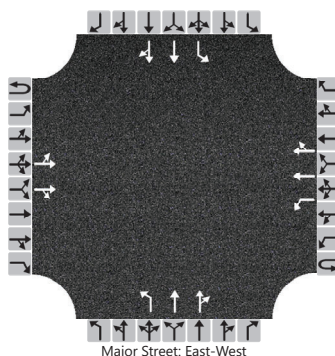
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		1				203				1	1	149		38	1	3
Capacity, c (veh/h)		1093				1385				339	265	938		243	276	483
v/c Ratio		0.00				0.15				0.00	0.00	0.16		0.16	0.00	0.01
95% Queue Length, Q <sub>95</sub> (veh)		0.0				0.5				0.0	0.0	0.6		0.5	0.0	0.0
Control Delay (s/veh)		8.3				8.0				15.6	18.6	9.6		22.5	18.1	12.5
Level of Service (LOS)		A				A				C	C	A		C	C	B
Approach Delay (s/veh)		0.1			2.5				9.6				21.6			
Approach LOS									A				C			

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Lenhart Traffic Cons.			Intersection	11		
Agency/Co.				Jurisdiction	Prince George's County		
Date Performed	1/13/2022			East/West Street	Trade Zone Avenue		
Analysis Year	2028			North/South Street	Prince George's Boulevard		
Time Analyzed	Background PM			Peak Hour Factor	0.92		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	National Capital Business Park						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	2	0	0	1	2	0		1	2	0		1	2	0
Configuration		LT		TR		L	T	TR		L	T	TR		L	T	TR
Volume (veh/h)		2	360	3	0	84	154	44		0	0	337		110	6	6
Percent Heavy Vehicles (%)		3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type   Storage					Left + Thru								1			

## Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

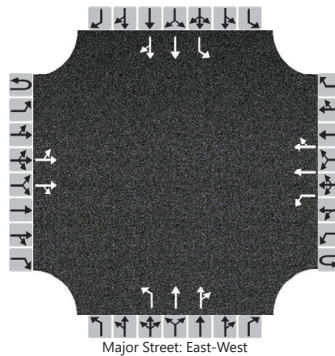
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		2				91				0	0	366		120	3	10
Capacity, c (veh/h)		1345				1153				425	394	808		274	380	625
v/c Ratio		0.00				0.08				0.00	0.00	0.45		0.44	0.01	0.02
95% Queue Length, Q <sub>95</sub> (veh)		0.0				0.3				0.0	0.0	2.4		2.1	0.0	0.0
Control Delay (s/veh)		7.7				8.4				13.5	14.1	13.1		27.9	14.6	10.9
Level of Service (LOS)		A				A				B	B	B		D	B	B
Approach Delay (s/veh)	0.0				2.5				13.1				26.4			
Approach LOS									B				D			

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Lenhart Traffic Cons.			Intersection	11		
Agency/Co.				Jurisdiction	Prince George's County		
Date Performed	1/13/2022			East/West Street	Trade Zone Avenue		
Analysis Year	2028			North/South Street	Prince George's Boulevard		
Time Analyzed	Total AM			Peak Hour Factor	0.92		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	National Capital Business Park						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	2	0	0	1	2	0		1	2	0		1	2	0
Configuration		LT		TR		L	T	TR		L	T	TR		L	T	TR
Volume (veh/h)		1	164	20	0	130	204	129		5	14	114		35	55	2
Percent Heavy Vehicles (%)		3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type   Storage	Left + Thru								1							

## Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

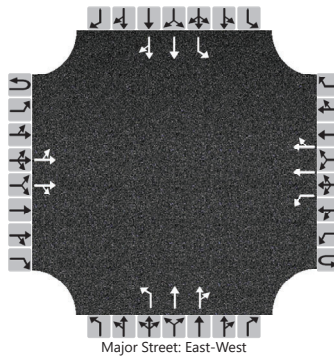
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		1				141				5	8	132		38	30	32	
Capacity, c (veh/h)		1186				1362				376	347	850		339	359	373	
v/c Ratio		0.00				0.10				0.01	0.02	0.15		0.11	0.08	0.09	
95% Queue Length, Q <sub>95</sub> (veh)		0.0				0.3				0.0	0.1	0.5		0.4	0.3	0.3	
Control Delay (s/veh)		8.0				7.9				14.7	15.6	10.0		17.0	15.9	15.5	
Level of Service (LOS)		A				A				B	C	B		C	C	C	
Approach Delay (s/veh)		0.0				2.2				10.5				16.2			
Approach LOS										B				C			

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Lenhart Traffic Cons.			Intersection	11		
Agency/Co.				Jurisdiction	Prince George's County		
Date Performed	1/13/2022			East/West Street	Trade Zone Avenue		
Analysis Year	2028			North/South Street	Prince George's Boulevard		
Time Analyzed	Total PM			Peak Hour Factor	0.92		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	National Capital Business Park						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	2	0	0	1	2	0		1	2	0		1	2	0
Configuration		LT		TR		L	T	TR		L	T	TR		L	T	TR
Volume (veh/h)		2	360	7	0	63	116	44		18	53	280		110	19	6
Percent Heavy Vehicles (%)		3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type   Storage					Left + Thru								1			

## Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

## Delay, Queue Length, and Level of Service

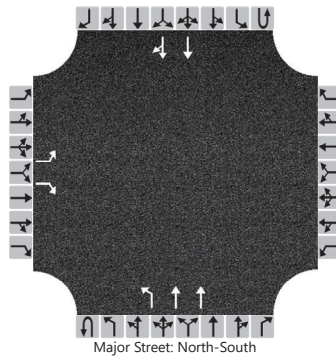
Flow Rate, v (veh/h)		2				68				20	29	333		120	10	17
Capacity, c (veh/h)		1393				1149				446	428	748		298	415	531
v/c Ratio		0.00				0.06				0.04	0.07	0.45		0.40	0.02	0.03
95% Queue Length, Q <sub>95</sub> (veh)		0.0				0.2				0.1	0.2	2.3		1.9	0.1	0.1
Control Delay (s/veh)		7.6				8.3				13.4	14.0	13.6		25.0	13.9	12.0
Level of Service (LOS)		A				A				B	B	B		C	B	B
Approach Delay (s/veh)		0.0			2.4			13.6			22.7					
Approach LOS								B			C					



# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Lenhart Traffic Cons.			Intersection	12		
Agency/Co.				Jurisdiction	Prince George's County		
Date Performed	1/13/2022			East/West Street	Commerce Drive		
Analysis Year	2022			North/South Street	Prince George's Blvd.		
Time Analyzed	Existing AM			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	National Capital Business Park						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound					
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R		
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6		
Number of Lanes		1	0	1		0	0	0	0	1	2	0	0	0	2	0		
Configuration		L		R						L	T				T	TR		
Volume (veh/h)		12		15					0	16	69				35	16		
Percent Heavy Vehicles (%)		3		3					3	3								
Proportion Time Blocked																		
Percent Grade (%)		0																
Right Turn Channelized		No																
Median Type   Storage		Left + Thru									1							

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9						4.1						
Critical Headway (sec)		6.86		6.96						4.16						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

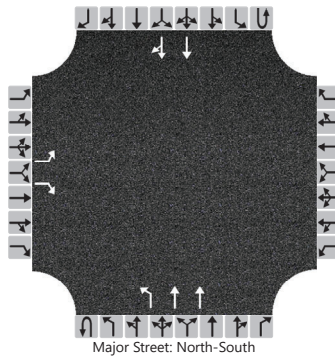
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		13		16						17								
Capacity, c (veh/h)		819		1038						1540								
v/c Ratio		0.02		0.02						0.01								
95% Queue Length, Q <sub>95</sub> (veh)		0.0		0.0						0.0								
Control Delay (s/veh)		9.5		8.5						7.4								
Level of Service (LOS)		A		A						A								
Approach Delay (s/veh)		8.9									1.4							
Approach LOS		A																

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Lenhart Traffic Cons.			Intersection	12		
Agency/Co.				Jurisdiction	Prince George's County		
Date Performed	1/13/2022			East/West Street	Commerce Drive		
Analysis Year	2022			North/South Street	Prince George's Blvd.		
Time Analyzed	Existing PM			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	National Capital Business Park						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound					
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R		
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6		
Number of Lanes		1	0	1		0	0	0	0	1	2	0	0	0	2	0		
Configuration		L		R						L	T				T	TR		
Volume (veh/h)		33		123					0	21	44				79	24		
Percent Heavy Vehicles (%)		3		3					3	3								
Proportion Time Blocked																		
Percent Grade (%)		0																
Right Turn Channelized		No																
Median Type   Storage		Left + Thru									1							

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9						4.1						
Critical Headway (sec)		6.86		6.96						4.16						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

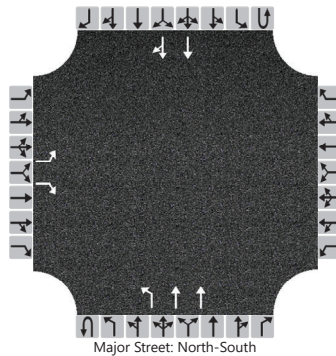
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		36		134						23						
Capacity, c (veh/h)		780		996						1468						
v/c Ratio		0.05		0.13						0.02						
95% Queue Length, Q <sub>95</sub> (veh)		0.1		0.5						0.0						
Control Delay (s/veh)		9.8		9.2						7.5						
Level of Service (LOS)		A		A						A						
Approach Delay (s/veh)		9.3								2.4						
Approach LOS		A														

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Lenhart Traffic Cons.			Intersection	12		
Agency/Co.				Jurisdiction	Prince George's County		
Date Performed	1/13/2022			East/West Street	Commerce Drive		
Analysis Year	2028			North/South Street	Prince George's Blvd.		
Time Analyzed	Background AM			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	National Capital Business Park						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound					
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R		
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6		
Number of Lanes		1	0	1		0	0	0	0	1	2	0	0	0	2	0		
Configuration		L		R						L	T				T	TR		
Volume (veh/h)		12		15					0	16	144				156	16		
Percent Heavy Vehicles (%)		3		3					3	3								
Proportion Time Blocked																		
Percent Grade (%)		0																
Right Turn Channelized		No																
Median Type   Storage		Left + Thru									1							

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9						4.1						
Critical Headway (sec)		6.86		6.96						4.16						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

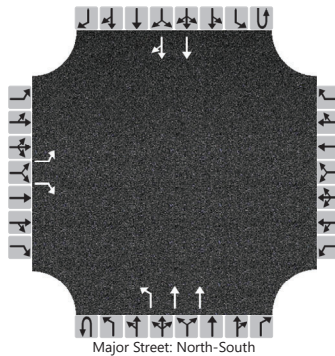
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		13		16						17							
Capacity, c (veh/h)		693		942						1377							
v/c Ratio		0.02		0.02						0.01							
95% Queue Length, Q <sub>95</sub> (veh)		0.1		0.1						0.0							
Control Delay (s/veh)		10.3		8.9						7.6							
Level of Service (LOS)		B		A						A							
Approach Delay (s/veh)		9.5								0.8							
Approach LOS		A															

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Lenhart Traffic Cons.			Intersection	12		
Agency/Co.				Jurisdiction	Prince George's County		
Date Performed	1/13/2022			East/West Street	Commerce Drive		
Analysis Year	2028			North/South Street	Prince George's Blvd.		
Time Analyzed	Background PM			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	National Capital Business Park						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound					
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R		
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6		
Number of Lanes		1	0	1		0	0	0	0	1	2	0	0	0	2	0		
Configuration		L		R						L	T				T	TR		
Volume (veh/h)		33		123					0	21	279				123	24		
Percent Heavy Vehicles (%)		3		3					3	3								
Proportion Time Blocked																		
Percent Grade (%)		0																
Right Turn Channelized		No																
Median Type   Storage		Left + Thru									1							

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9						4.1						
Critical Headway (sec)		6.86		6.96						4.16						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

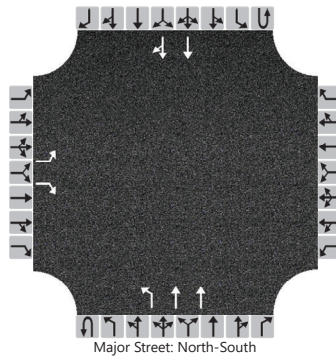
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		36		134						23						
Capacity, c (veh/h)		657		961						1410						
v/c Ratio		0.05		0.14						0.02						
95% Queue Length, Q <sub>95</sub> (veh)		0.2		0.5						0.0						
Control Delay (s/veh)		10.8		9.4						7.6						
Level of Service (LOS)		B		A						A						
Approach Delay (s/veh)		9.7								0.5						
Approach LOS		A														

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Lenhart Traffic Cons.			Intersection	12		
Agency/Co.				Jurisdiction	Prince George's County		
Date Performed	1/13/2022			East/West Street	Commerce Drive		
Analysis Year	2028			North/South Street	Prince George's Blvd.		
Time Analyzed	Total AM			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	National Capital Business Park						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound					
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R		
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6		
Number of Lanes		1	0	1		0	0	0	0	1	2	0	0	0	2	0		
Configuration		L		R						L	T				T	TR		
Volume (veh/h)		12		33					0	108	195				227	16		
Percent Heavy Vehicles (%)		3		3					3	3								
Proportion Time Blocked																		
Percent Grade (%)		0																
Right Turn Channelized		No																
Median Type   Storage		Left + Thru									1							

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9						4.1						
Critical Headway (sec)		6.86		6.96						4.16						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

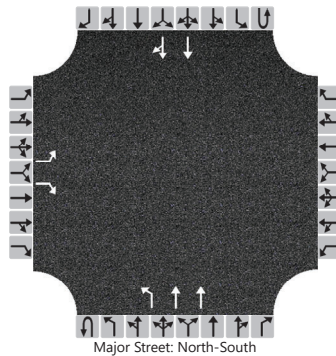
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		13		36						117						
Capacity, c (veh/h)		489		890						1290						
v/c Ratio		0.03		0.04						0.09						
95% Queue Length, Q <sub>95</sub> (veh)		0.1		0.1						0.3						
Control Delay (s/veh)		12.6		9.2						8.1						
Level of Service (LOS)		B		A						A						
Approach Delay (s/veh)		10.1								2.9						
Approach LOS		B														

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Lenhart Traffic Cons.			Intersection	12		
Agency/Co.				Jurisdiction	Prince George's County		
Date Performed	1/13/2022			East/West Street	Commerce Drive		
Analysis Year	2028			North/South Street	Prince George's Blvd.		
Time Analyzed	Total PM			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	National Capital Business Park						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound					
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R		
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6		
Number of Lanes		1	0	1		0	0	0	0	1	2	0	0	0	2	0		
Configuration		L		R						L	T				T	TR		
Volume (veh/h)		33		127					0	77	314				140	24		
Percent Heavy Vehicles (%)		3		3					3	3								
Proportion Time Blocked																		
Percent Grade (%)		0																
Right Turn Channelized		No																
Median Type   Storage		Left + Thru									1							

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9						4.1						
Critical Headway (sec)		6.86		6.96						4.16						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

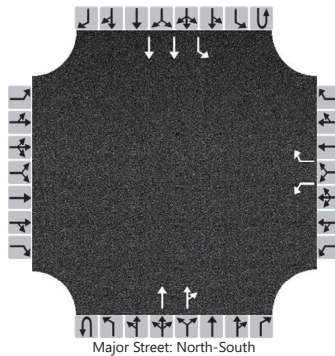
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		36		138						84							
Capacity, c (veh/h)		538		948						1388							
v/c Ratio		0.07		0.15						0.06							
95% Queue Length, Q <sub>95</sub> (veh)		0.2		0.5						0.2							
Control Delay (s/veh)		12.2		9.4						7.8							
Level of Service (LOS)		B		A						A							
Approach Delay (s/veh)		10.0								1.5							
Approach LOS		B															

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Lenhart Traffic Cons.			Intersection	13		
Agency/Co.				Jurisdiction	Prince George's County		
Date Performed	1/13/2022			East/West Street	Queens Court		
Analysis Year	2022			North/South Street	Prince George's Blvd.		
Time Analyzed	Existing AM			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	National Capital Business Park						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	2	0	0	1	2	0
Configuration						L		R			T	TR		L	T	
Volume (veh/h)						2		80			8	1	0	43	7	
Percent Heavy Vehicles (%)						3		3					3	3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized					No											
Median Type   Storage					Left + Thru								1			

## Critical and Follow-up Headways

Base Critical Headway (sec)						7.5		6.9							4.1	
Critical Headway (sec)						6.86		6.96							4.16	
Base Follow-Up Headway (sec)						3.5		3.3							2.2	
Follow-Up Headway (sec)						3.53		3.33							2.23	

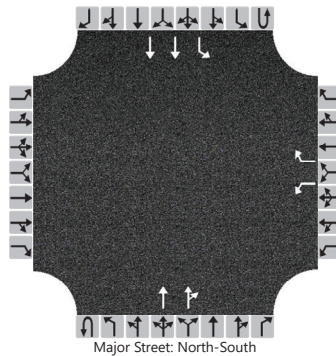
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						2		87							47	
Capacity, c (veh/h)						803		1073							1601	
v/c Ratio						0.00		0.08							0.03	
95% Queue Length, Q <sub>95</sub> (veh)						0.0		0.3							0.1	
Control Delay (s/veh)						9.5		8.6							7.3	
Level of Service (LOS)						A		A							A	
Approach Delay (s/veh)					8.7								6.3			
Approach LOS					A											

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Lenhart Traffic Cons.	Intersection	13				
Agency/Co.		Jurisdiction	Prince George's County				
Date Performed	1/13/2022	East/West Street	Queens Court				
Analysis Year	2022	North/South Street	Prince George's Blvd.				
Time Analyzed	Existing PM	Peak Hour Factor	0.92				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	National Capital Business Park						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	0	0		1	0	1		0	2	0		0	1	2	0
Configuration						L		R			T	TR		L	T		
Volume (veh/h)						0		63			1	2		0	202	2	
Percent Heavy Vehicles (%)						3		3						3	3		
Proportion Time Blocked																	
Percent Grade (%)					0												
Right Turn Channelized					No												
Median Type   Storage					Left + Thru								1				

## Critical and Follow-up Headways

Base Critical Headway (sec)						7.5		6.9							4.1		
Critical Headway (sec)						6.86		6.96							4.16		
Base Follow-Up Headway (sec)						3.5		3.3							2.2		
Follow-Up Headway (sec)						3.53		3.33							2.23		

## Delay, Queue Length, and Level of Service

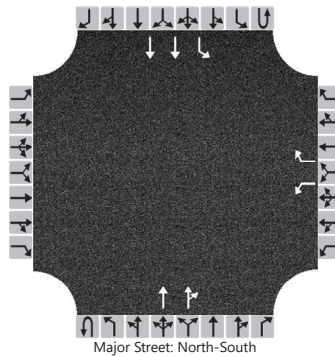
Flow Rate, v (veh/h)						0		68							220		
Capacity, c (veh/h)						478		1078							1610		
v/c Ratio						0.00		0.06							0.14		
95% Queue Length, Q <sub>95</sub> (veh)						0.0		0.2							0.5		
Control Delay (s/veh)						12.5		8.6							7.6		
Level of Service (LOS)						B		A							A		
Approach Delay (s/veh)					8.6								7.5				
Approach LOS					A												



# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Lenhart Traffic Cons.			Intersection	13		
Agency/Co.				Jurisdiction	Prince George's County		
Date Performed	1/13/2022			East/West Street	Queens Court		
Analysis Year	2028			North/South Street	Prince George's Blvd.		
Time Analyzed	Background AM			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	National Capital Business Park						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	0	0		1	0	1	0	0	2	0	0	1	2	0	
Configuration						L		R			T	TR		L	T		
Volume (veh/h)						2		146			8	1	0	132	7		
Percent Heavy Vehicles (%)						3		3					3	3			
Proportion Time Blocked																	
Percent Grade (%)						0											
Right Turn Channelized						No											
Median Type   Storage						Left + Thru								1			

## Critical and Follow-up Headways

Base Critical Headway (sec)						7.5		6.9							4.1		
Critical Headway (sec)						6.86		6.96							4.16		
Base Follow-Up Headway (sec)						3.5		3.3							2.2		
Follow-Up Headway (sec)						3.53		3.33							2.23		

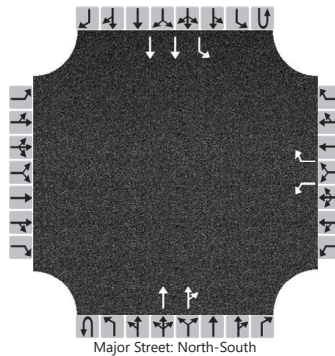
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)					2		159							143		
Capacity, c (veh/h)					600		1073							1601		
v/c Ratio					0.00		0.15							0.09		
95% Queue Length, Q <sub>95</sub> (veh)					0.0		0.5							0.3		
Control Delay (s/veh)					11.0		8.9							7.5		
Level of Service (LOS)					B		A							A		
Approach Delay (s/veh)					9.0								7.1			
Approach LOS					A								A			

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Lenhart Traffic Cons.			Intersection	13		
Agency/Co.				Jurisdiction	Prince George's County		
Date Performed	1/13/2022			East/West Street	Queens Court		
Analysis Year	2028			North/South Street	Prince George's Blvd.		
Time Analyzed	Background PM			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	National Capital Business Park						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	2	0	0	1	2	0
Configuration						L		R			T	TR		L	T	
Volume (veh/h)						0		267			1	2	0	235	2	
Percent Heavy Vehicles (%)						3		3					3	3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized					No											
Median Type   Storage					Left + Thru								1			

## Critical and Follow-up Headways

Base Critical Headway (sec)						7.5		6.9							4.1	
Critical Headway (sec)						6.86		6.96							4.16	
Base Follow-Up Headway (sec)						3.5		3.3							2.2	
Follow-Up Headway (sec)						3.53		3.33							2.23	

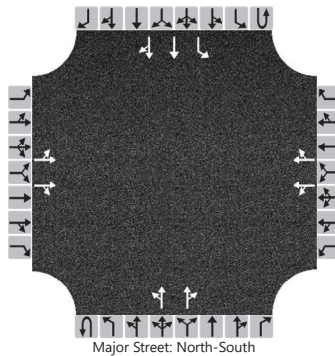
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)					0		290							255		
Capacity, c (veh/h)					427		1078							1610		
v/c Ratio					0.00		0.27							0.16		
95% Queue Length, Q <sub>95</sub> (veh)					0.0		1.1							0.6		
Control Delay (s/veh)					13.4		9.6							7.7		
Level of Service (LOS)					B		A							A		
Approach Delay (s/veh)					9.6								7.6			
Approach LOS					A											

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Lenhart Traffic Cons.			Intersection	13		
Agency/Co.				Jurisdiction	Prince George's County		
Date Performed	1/13/2022			East/West Street	Queens Court		
Analysis Year	2028			North/South Street	Prince George's Blvd.		
Time Analyzed	Total AM			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	National Capital Business Park						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	2	0		0	2	0	0	0	2	0	0	1	2	0
Configuration		LT		TR		LT		TR		LT		TR		L	T	TR
Volume (veh/h)		21	419	0		2	1671	268		0	8	1	0	132	7	89
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3			3	3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type   Storage	Left + Thru								1							

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.56	6.56	6.96		7.56	6.56	6.96		4.16				4.16		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

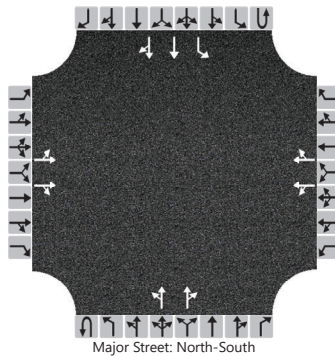
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		251		228		910		1199		0				143		
Capacity, c (veh/h)				515		488		568		1478				1601		
v/c Ratio				0.44		1.87		2.11		0.00				0.09		
95% Queue Length, Q <sub>95</sub> (veh)				2.2		58.6		84.3		0.0				0.3		
Control Delay (s/veh)				17.4		417.3		523.8		7.4				7.5		
Level of Service (LOS)				C		F		F		A				A		
Approach Delay (s/veh)					477.9				0.0				4.3			
Approach LOS					F											

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Lenhart Traffic Cons.			Intersection	13		
Agency/Co.				Jurisdiction	Prince George's County		
Date Performed	1/13/2022			East/West Street	Queens Court		
Analysis Year	2028			North/South Street	Prince George's Blvd.		
Time Analyzed	Total AM			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	National Capital Business Park						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	2	0		0	2	0		0	2	0		0	1	2	0
Configuration		LT		TR		LT		TR		LT		TR		L	T	TR	
Volume (veh/h)		89	1671	0		0	419	269		0	1	2	0	235	2	21	
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3			3	3			
Proportion Time Blocked																	
Percent Grade (%)	0				0												
Right Turn Channelized																	
Median Type   Storage					Left + Thru								1				

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1			
Critical Headway (sec)		7.56	6.56	6.96		7.56	6.56	6.96		4.16				4.16			
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2			
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23			

## Delay, Queue Length, and Level of Service

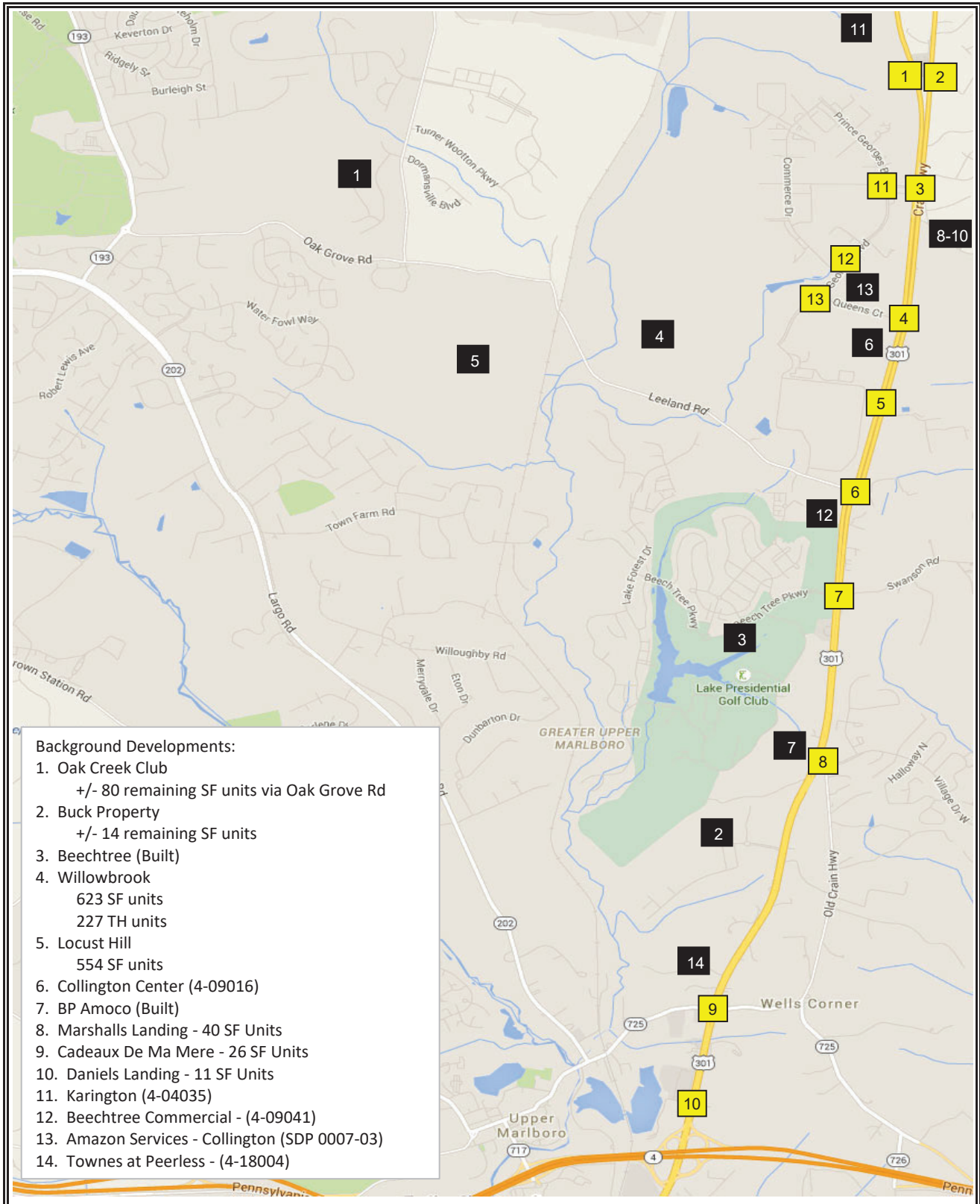
Flow Rate, v (veh/h)		1005		908		228		520		0				255			
Capacity, c (veh/h)				393				611		1581				1610			
v/c Ratio				2.31				0.85		0.00				0.16			
95% Queue Length, Q <sub>95</sub> (veh)				69.4				9.4		0.0				0.6			
Control Delay (s/veh)				621.0				35.5		7.3				7.7			
Level of Service (LOS)				F				E		A				A			
Approach Delay (s/veh)									0.0				7.0				
Approach LOS																	

# Appendix C

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## Background Developments



- Background Developments:**
1. Oak Creek Club  
+/- 80 remaining SF units via Oak Grove Rd
  2. Buck Property  
+/- 14 remaining SF units
  3. Beechtree (Built)
  4. Willowbrook  
623 SF units  
227 TH units
  5. Locust Hill  
554 SF units
  6. Collington Center (4-09016)
  7. BP Amoco (Built)
  8. Marshalls Landing - 40 SF Units
  9. Cadeaux De Ma Mere - 26 SF Units
  10. Daniels Landing - 11 SF Units
  11. Karington (4-04035)
  12. Beechtree Commercial - (4-09041)
  13. Amazon Services - Collington (SDP 0007-03)
  14. Townes at Peerless - (4-18004)

Traffic Impact Analysis



**LENHART TRAFFIC CONSULTING, INC.**  
 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214  
 SEVERNA PARK, MD 21146  
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## Background Development Location Map

## Appendix C-1

### Trip Generation Rates

**Single-Family Housing (Prince Georges County Rates)**

Morning Trips = 0.75 x Units

Evening Trips = 0.90 x Units

**Trip Distribution (In/Out)**

20/80

65/35

**Townhouse (Prince Georges County Rates)**

Morning Trips = 0.70 x Units

Evening Trips = 0.80 x Units

**Trip Distribution (In/Out)**

20/80

65/35

**Multi-Family (garden and mid-rise, Prince Georges County Rates)**

Morning Trips = 0.52 x Units

Evening Trips = 0.60 x Units

**Trip Distribution (In/Out)**

20/80

65/35

**Industrial (Light Service, Prince Georges County Rates)**

Morning Trips = 0.86 x ksf

Evening Trips = 0.86 x ksf

**Trip Distribution (In/Out)**

80/20

20/80

**Shopping Center (General Urban/Suburban, ksf, ITE-820)**

Morning Trips = 0.5 x ksf + 151.78

Ln(Evening Trips) = 0.74 x Ln(ksf) + 2.89

**Trip Distribution (In/Out)**


62/38

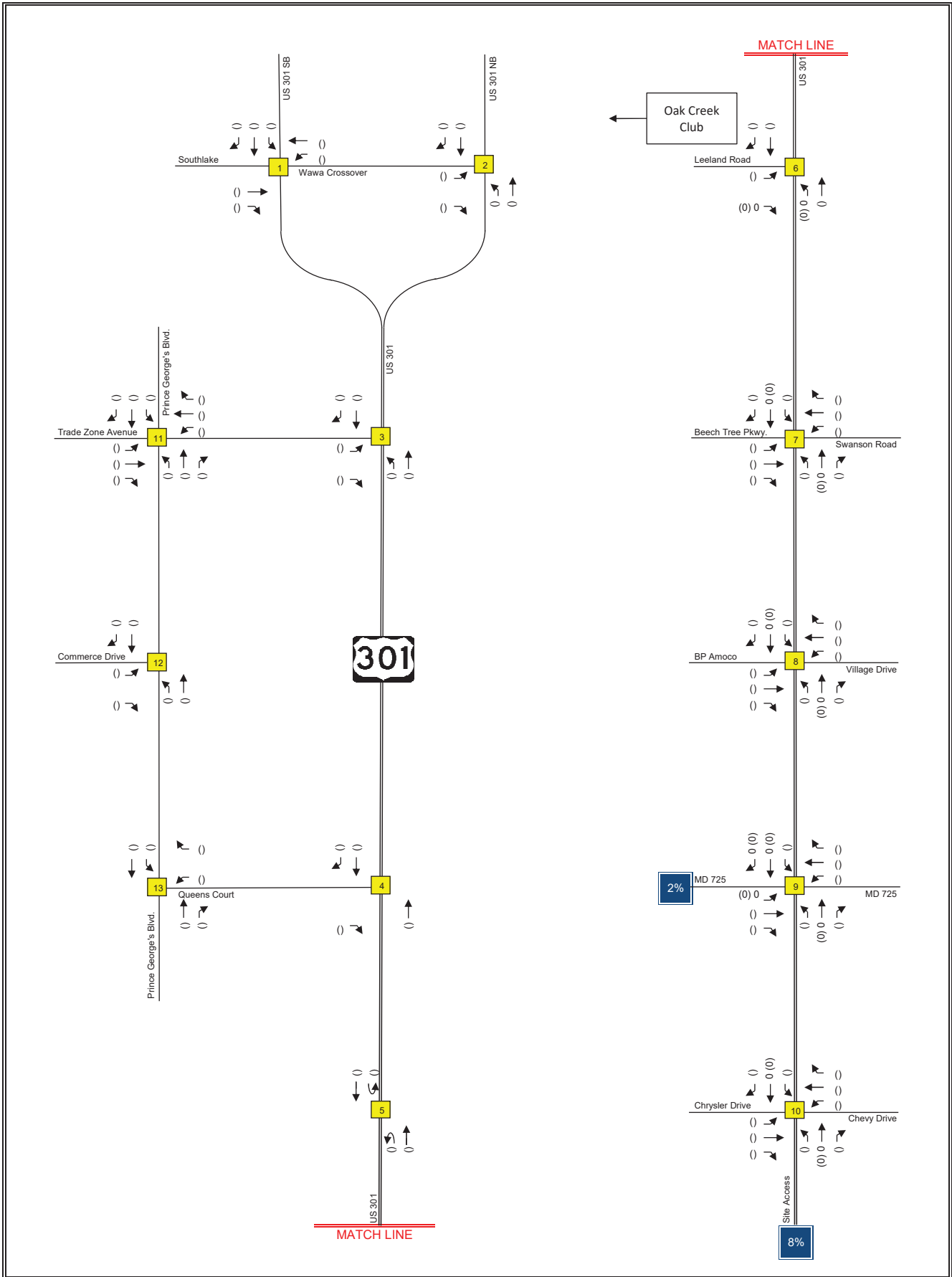
48/52

### Trip Generation Totals

		AM Peak			PM Peak					
		In	Out	Total	In	Out	Total			
1	Oak Creek Club	<b>Built</b>								
2	Buck Property	<b>Built</b>								
3	Beechtree	<b>Built</b>								
4	Willowbrook (Amended Resolution 07-43(A))	Single-Family Housing (Prince Georges County Rates)	623 units	Subject Site Replacing Old Approval						
		Townhouse (Prince Georges County Rates)	227 units							
5	Locust Hill	Approved Trip Cap (4-06075, Resolution 07-28)			83	330	413	322	173	495
6	Collington Center	Industrial (Light Service, Prince Georges County Rates)	220,800 sq.ft.	152	38	190	38	152	190	
		Industrial (Light Service, Prince Georges County Rates)	87,400 sq.ft.	60	15	75	15	60	75	
		Shopping Center (General Urban/Suburban, ksf, ITE-820)	23,500 sq.ft.	102	62	164	89	97	186	
		Pass-by -50%		-51	-31	-82	-45	-49	-93	
		Net New Offsite Trips		263	84	347	97	260	358	
7	BP Amoco	<b>Built</b>								
8	Marshalls Landing	Single-Family Detached (County Rates)	40 units	6	24	30	23	13	36	
9	Cadeaux DeMaMere	Single-Family Detached (County Rates)	26 units	4	16	20	15	8	23	
10	Daniels Landing	Single-Family Detached (County Rates)	11 units	2	6	8	7	3	10	
11	Karington	Net New Off-site Trips (4-04035, Resolution 04-247(C2)(A2))		669	644	1313	954	971	1925	
12	Beechtree Retail	Trip Cap per 4-09041 (Reconsideration Hearing)		129	107	236	407	406	813	
13	Amazon Services	Implied Trip Cap from SDP 0007-03		65	19	84	23	63	86	
14	Townes at Peerless (From Resolution 18- 115)	Residential	62 units	9	35	44	32	17	49	
		Commercial/Retail (ITE)	3,000 sq. ft.	17	15	32	16	17	33	
		Less 65% pass-by		-11	-10	-21	-10	-11	-21	
		Total New Trips (Trip Cap from Resolution 18-115)		15	40	55	38	23	61	

NOTE: Trip Generation Rates obtained from the Prince George's County Guidelines and/or ITE Trip Generation Manual, 10th Edition

Traffic Impact Analysis	<b>Trip Generation for Background Developments</b>	<b>Appendix C-2</b>
 <b>LENHART TRAFFIC CONSULTING, INC.</b> 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 <a href="http://www.lenharttraffic.com">www.lenharttraffic.com</a>		



Traffic Impact Analysis

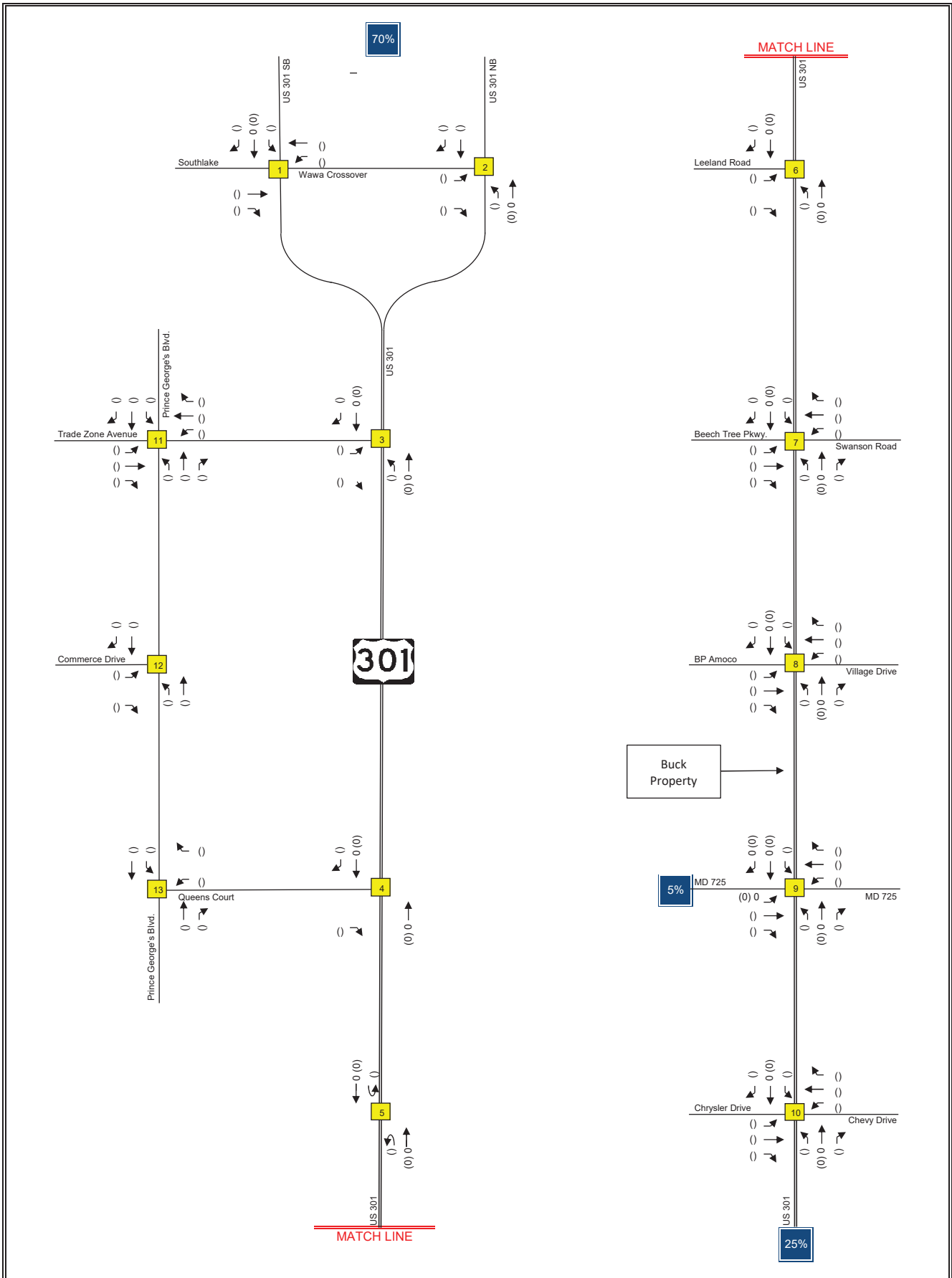
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 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214  
 SEVERNA PARK, MD 21146  
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**Trip Assignment for Oak Creek Club (Built)**

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

**Appendix C3a**





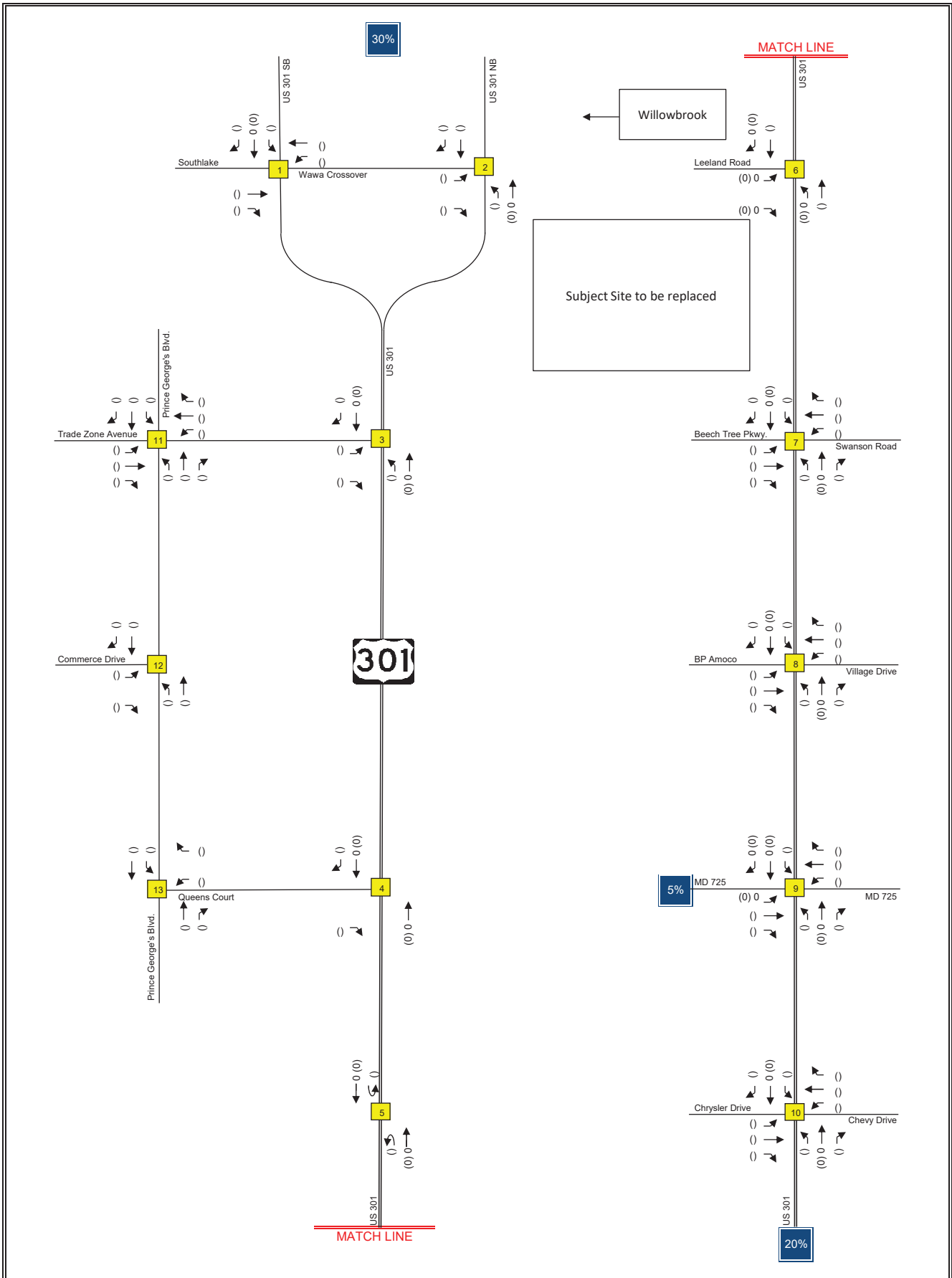
Traffic Impact Analysis

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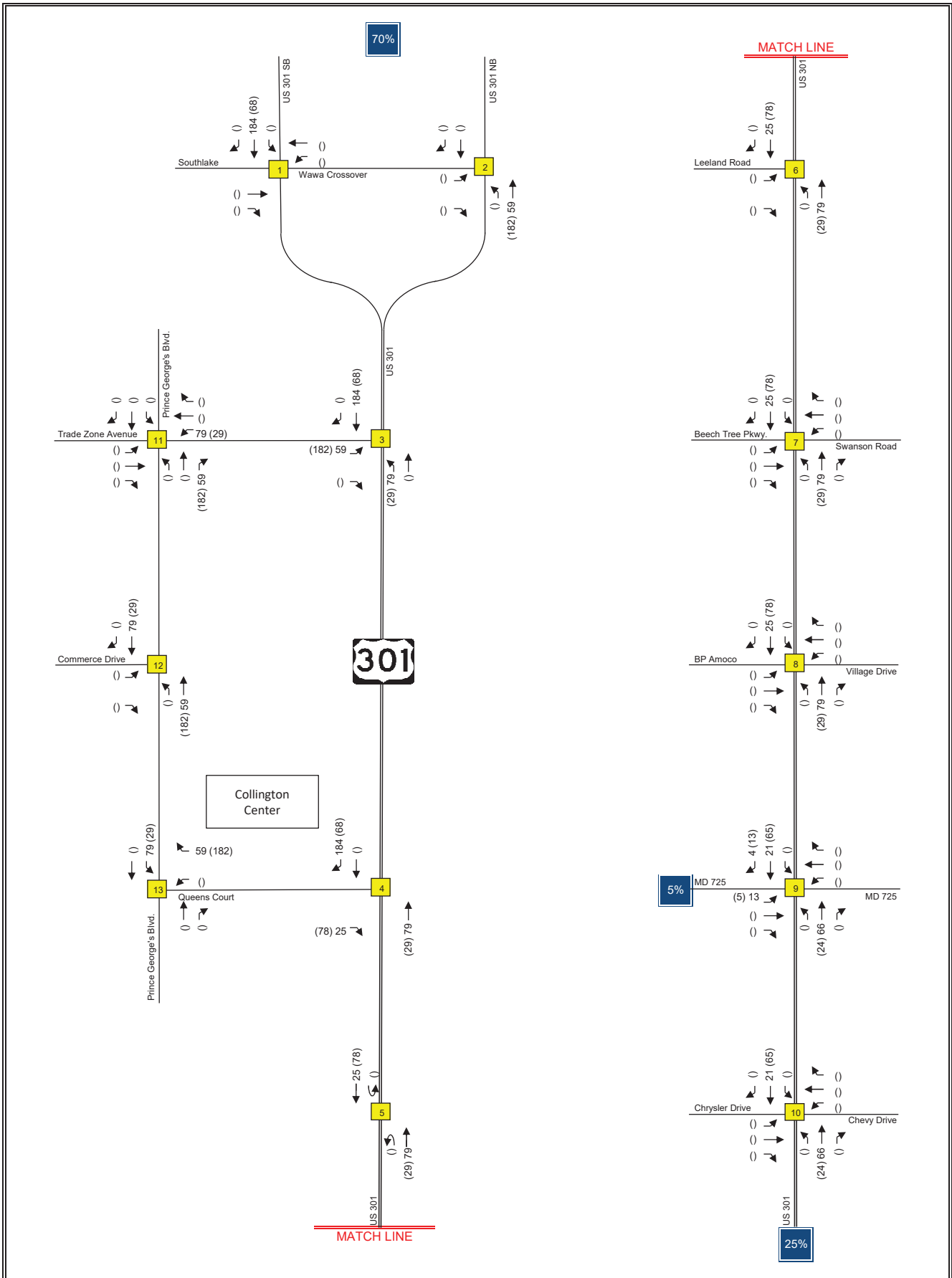
Trip Assignment for  
 Buck Property (Built)

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

Appendix  
 C4







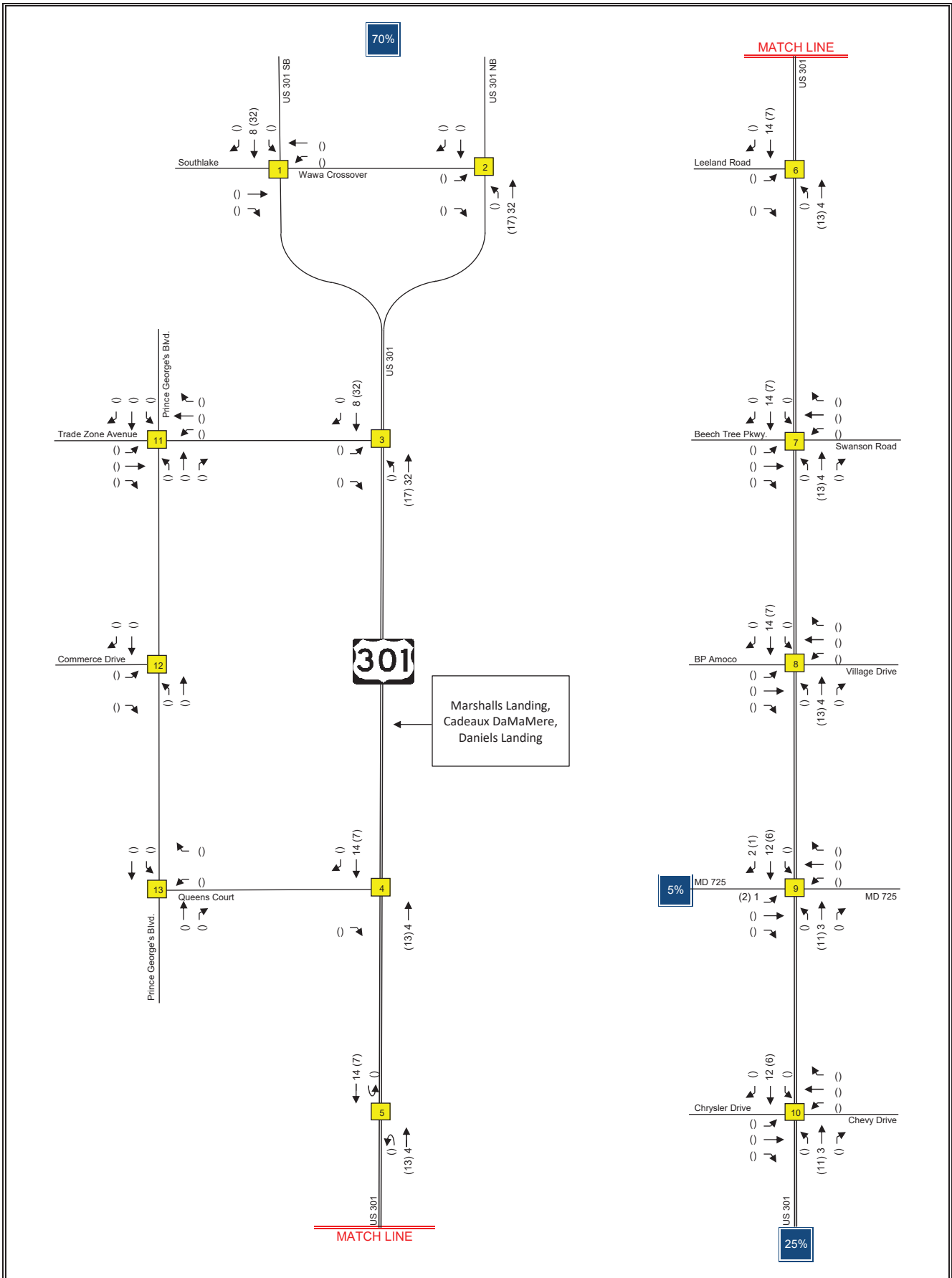
Traffic Impact Analysis

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 SEVERNA PARK, MD 21146  
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Trip Assignment for  
 Collington Center

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

Appendix  
 C7



Traffic Impact Analysis

### Trip Assignment for Marshalls Landing, Cadeaux DaMaMere, Daniels Landing

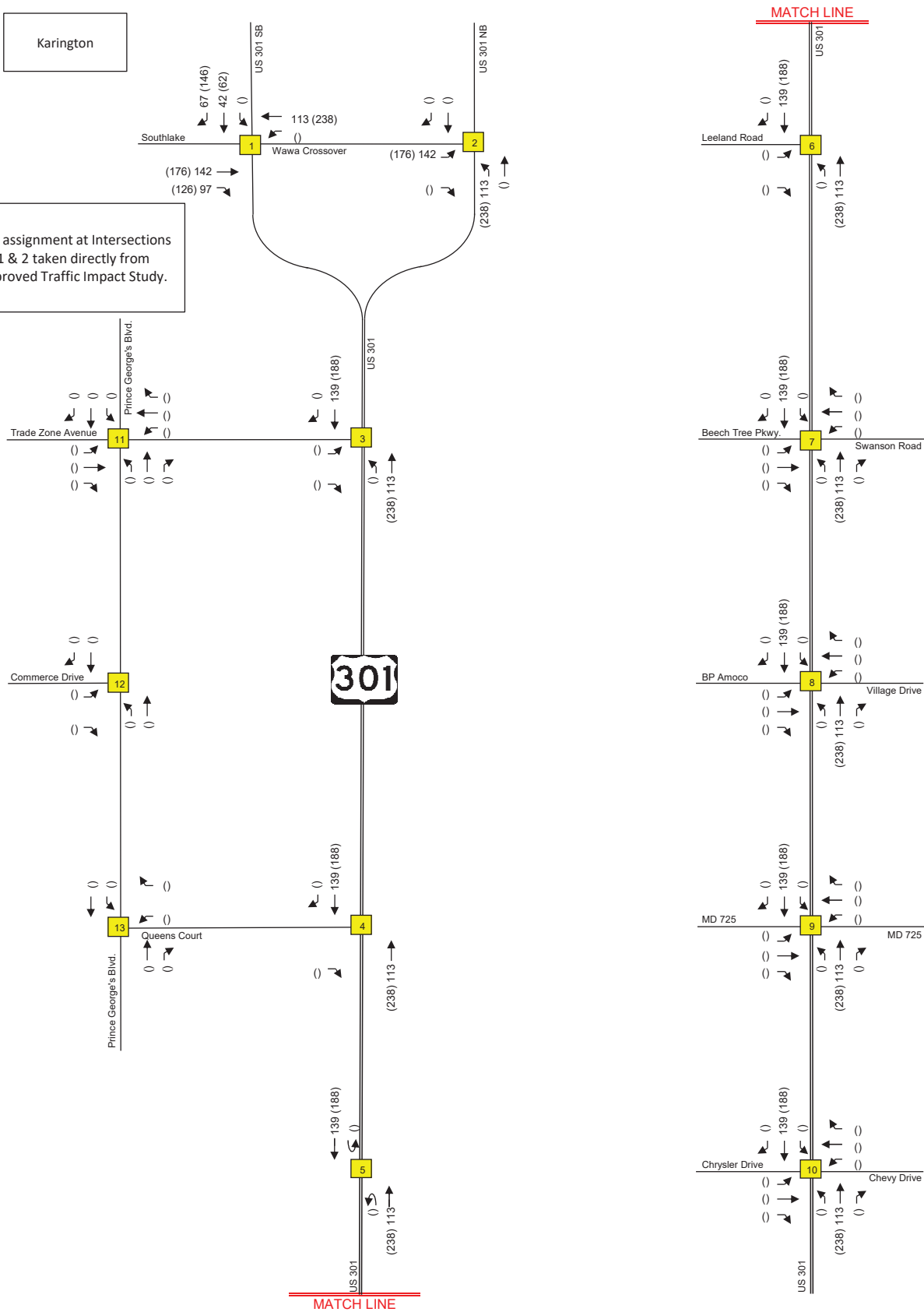
### Appendix C8

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 SEVERNA PARK, MD 21146  
 www.lenharttraffic.com

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

Karington

Trip assignment at intersections 1 & 2 taken directly from approved Traffic Impact Study.



Traffic Impact Analysis

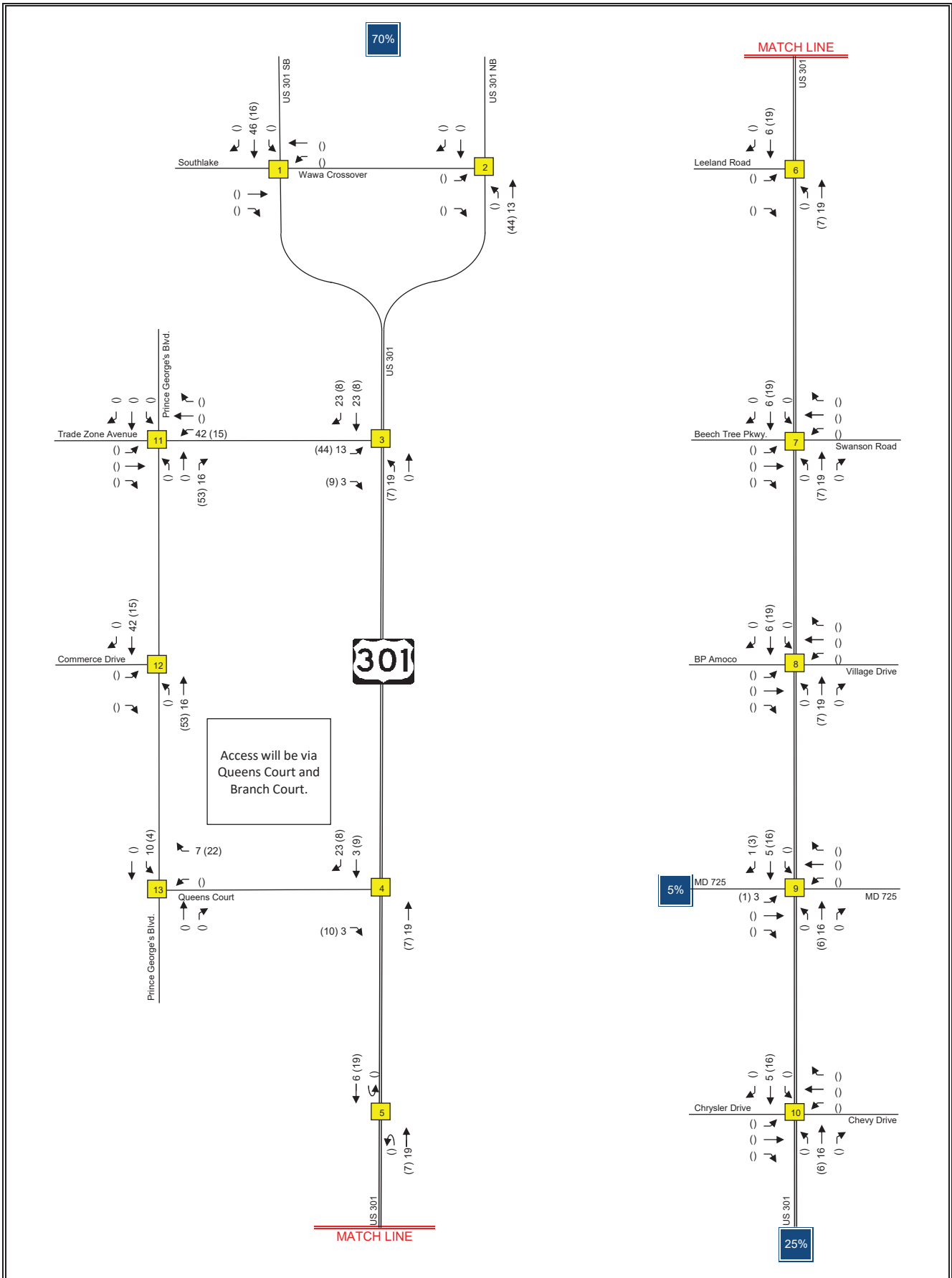
### Trip Assignment for Karington

### Appendix C9

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Key: xx = AM Peak Vol's (xx) = PM Peak Vol's





Traffic Impact Analysis

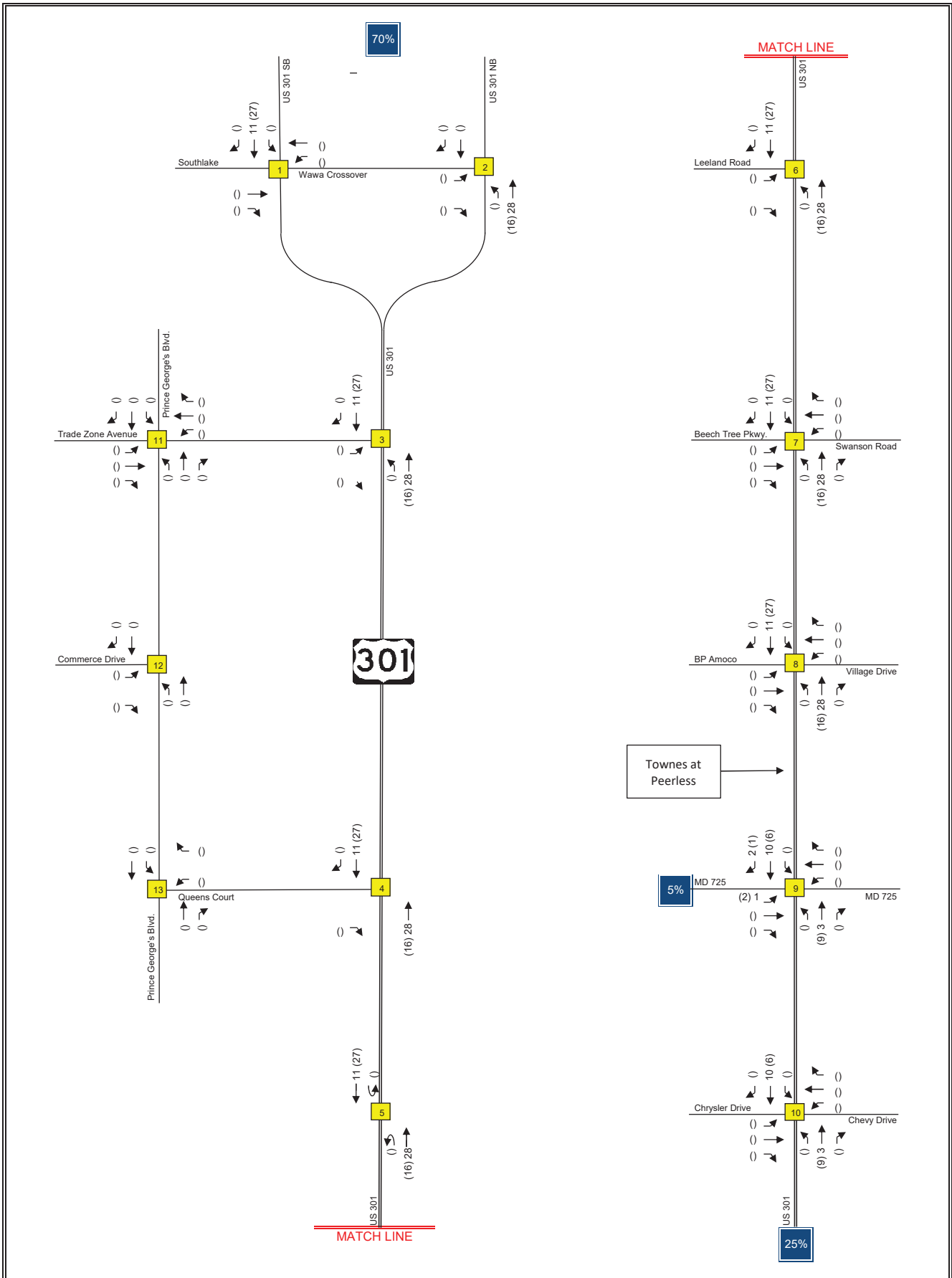
Trip Assignment for Amazon Services

Appendix C11

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Key: xx = AM Peak Vol's (xx) = PM Peak Vol's





Traffic Impact Analysis

Trip Assignment for Townes at Peerless

Appendix C12

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 SEVERNA PARK, MD 21146  
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Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

December 29, 2021

**MEMORANDUM**

**TO:** Thomas Sievers, Senior Planner, Zoning Review Section  
**VIA:** Sherri Conner, Planning Supervisor, Subdivision Section *SC*  
**FROM:** Mridula Gupta, Planner Coordinator, Subdivision Section *MG*  
**SUBJECT:** A-9968-03; National Capital Business Park

The subject site is a 442.30-acre property known as Tax Parcel 30 and is further described as Parcels A and B by deed in the Prince George's County Land Records in Liber 35350 at folio 319. Parcel A is a larger tract of land, approximately 440.21 acres in area, and Parcel B is a 2.09-acre tract of land separated from Parcel A by the right-of-way of a railway line. The subject property is located in multiple zones; 426.52 acres are located in the Residential Suburban Development (R-S) Zone, 15 acres in the Light Industrial (I-1) Zone, and 0.78 acre in the Residential-Agriculture (R-A) Zone. The purpose of the application is to amend the existing Basic Plan A-9968-02 to change the approved maximum 3.5 million square feet of employment/institutional uses to 5.5 million square feet of employment/institutional uses. This Basic Plan amendment and its prior approvals are applicable to the R-S zoned portion of the site.


This property is subject to Preliminary Plan of Subdivision (PPS) 4-20032, which was approved by the Prince George's County Planning Board on September 9, 2021 (PGCPB Resolution No. 2021-112). PPS 4-20032 approved 36 parcels for the development of 3.5 million square feet of employment/institutional uses on the subject property. The proposal to increase the development capacity to 5 million square feet will require the approval of a new PPS for a new determination of adequacy.


This referral is provided for the purposes of determining conformance with any underlying subdivision approvals on the subject property and Subtitle 24. All bearings and distances must be clearly shown on the basic plan and must be consistent with the legal descriptions of the property. There are no other subdivision issues at this time.

January 10, 2022

**MEMORANDUM**

**TO:** Thomas Sievers, Senior Planner, Zoning Review Section, Development Review Division

**VIA:** David A. Green, MBA, Master Planner, Community Planning Division 

**FROM:** Andrew McCray, Senior Planner, Long-range Planning Section, Community Planning Division 

**SUBJECT:** **A-9968-03 National Capital Business Park**

**FINDINGS**

The Community Planning Division finds that pursuant to Section 27-195(b)(1)(A)(iii), the proposed Basic Plan conforms to the approved CB-22-2020 and conform to (iii)the regulations applicable to land zoned R-S and developed with uses permitted in the E-I-A Zone as authorized pursuant of this Code.

**BACKGROUND**

**Application Type:** Zoning Map Amendment of an approved Basic Plan

**Location:** Northside of Leeland Road and approximately 3,178+/- linear feet west of the intersection of Leeland Road with US 301

**Size:** 427 acres

**Existing Uses:** Vacant

**Proposal:** Amend Approved Basic Plan (A-9968-02-C) to allow the maximum employment and institutional uses approved in A-9968-02-C from 3.5 million square feet to 5.5 million square feet (a net increase of a maximum of 2 million square feet).

## **GENERAL PLAN, MASTER PLAN, AND SMA**

**General Plan:** This application is in the Established Communities. The vision for the Established Communities is to create the most appropriate context-sensitive infill and low-to-medium density development (Pg. 20).

**Master Plan:** The *2006 Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment for Planning Areas 71A, 71B, 74A, and 74B* recommends Residential, Low land uses on the subject property. This area is intended for suburban neighborhoods with single-family houses on lots ranging from 6,500 square feet to one acre in size and retirement or planned residential development.

**Planning Area:** 74A

**Community:** Mitchellville & Vicinity

**Aviation/MIOZ:** This application is not located within an Aviation Policy Area or the Military Installation Overlay Zone.

**SMA/Zoning:** The *2006 Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment for Planning Areas 71A, 71B, 74A, and 74B* reclassified the subject property into the R-S (Residential Suburban) zone.

On July 14, 2020, the District Council approved CB-22-2020 for the purpose of permitting certain employment and institutional uses permitted by right in the E-I-A (Employment and Institutional Area) Zone to be permitted in the R-S (Residential Suburban) Zone of Prince George's County, under certain specified circumstances, and providing procedures for the amendment of approved Basic Plans to guide the development of such uses.

## **MASTER PLAN CONFORMANCE ISSUES**

None

- c: Long-range Agenda Notebook.  
Scott Rowe, AICP-CNU A, Planning Supervisor, Long-range Planning Section, Community Planning Division



Countywide Planning Division  
Historic Preservation Section

14741 Governor Oden Bowie Drive  
Upper Marlboro, Maryland 20772  
TTY: (301) 952-4366  
www.mncppc.org/pgco

301-952-3680

December 28, 2021

**MEMORANDU**

**TO:** Thomas Seivers, Subdivision and Zoning Section, Development Review Division

**VIA:** Howard Berger, Historic Preservation Section, Countywide Planning Division **HSB**

**FROM:** Jennifer Stabler, Historic Preservation Section, Countywide Planning Division **JAS**  
Tyler Smith, Historic Preservation Section, Countywide Planning Division **TAS**

**SUBJECT: A-9968-03 National Capital Business Park**

The subject property comprises 427.30- acres, and is located on the Northside of Leeland Road approximately 3,178 feet west of the intersection of US 301. The subject application proposes amending the current approved basic plan to reflect 5.5 million square-feet of warehouse, distribution, office, light industrial, and manufacturing space. The subject property is Zoned E-I-A and R-S.

A Phase I archeological survey was conducted on the subject property in 2005. As part of the review documentation submitted by the applicant concerning the archeological investigations, the Historic Preservation Section requested that more information regarding a partially collapsed barn be presented prior to acceptance of the final report. The applicant retained the services of Greenhorne & O'Mara to investigate the structure. Background historic research was performed to identify the owner of the barn and to identify similar tobacco barns in the county. The barn was fully documented in color photographs and scaled line drawings, and a Maryland Inventory of Historic Properties (MIHP) form was completed. A final technical memorandum and the completed MIHP form were received by the Historic Preservation Section on April 2, 2007.

No further archeological work is recommended by the Historic Preservation Section on the subject property. With the submittal of the final technical report, the applicant has satisfied Condition 1 of the District Council Resolution for CDP-0505 dated April 9, 2007. The technical report has also addressed the request of the Historic Preservation Section to provide additional documentation on the Clarke Tobacco Barn as stated in a letter dated January 10, 2007.

There are no historic sites or resources or documented properties on the subject site. Historic Preservation staff recommend approval of A-9968-03 National Capital Business Park, with no conditions.



Countywide Planning Division  
Special Projects Section

January 14, 2022

**MEMORANDUM**

**TO:** Tom Sievers, Senior Planner, Subdivision and Zoning Section, Development Review Division

**VIA: BR** Bobby Ray, AICP, Planning Supervisor, Special Projects Section, Countywide Planning Division

**FROM: IRT** Ivy R. Thompson, AICP, Senior Planner, Special Projects Section, Countywide Planning Division

**SUBJECT: A-9968-03 National Capital Business Park**

**Project Summary:** Basic Plan Amendment to increase the proposed development to 5.5 million square feet gross floor area for warehouse, office, institutional, and industrial uses.

The Special Projects reviewed the petition to amend the Basic Plan for conformance with Section 27-195(b)(1)(A)(i), 27-195(b)(1)(D) and 27-195(b)(2) of the Prince George's County Code of Ordinances which requires a finding the amendment meet the following criteria:

- (A)(i)** The specific recommendation of a General Map plan, Area Master Plan map, or urban renewal plan map; or the principles and guidelines of the plan text which address the design and physical development of the property, **the public facilities necessary to serve the proposed development**, and the impact which the development may have on the environment and surrounding properties;
- (D)** **Other existing or planned private and public facilities which are existing, under construction, or for which construction funds are contained in the first six (6) years of the adopted County Capital Improvement Program (such as schools, recreation areas, water and sewerage systems, libraries, and fire stations) will be adequate for the uses proposed;**
- (b)(2)** **Notwithstanding subparagraphs (C) and (D), above, where the application anticipates a construction schedule of more than six (6) years (Section 27-179), public facilities (existing or scheduled for construction within the first six (6) years) will be adequate to serve the development proposed to occur within the first six (6) years. The Council shall also find that public facilities probably will be adequately supplied for the remainder of the project. In considering the probability of future public facilities construction, the Council may consider such things as existing plans for construction, budgetary constraints on providing public facilities, the public interest and public need for the particular development, the relationship of the**

**development to public transportation, or any other matter that indicates that public or private funds will likely be expended for the necessary facilities.**

The property subject to the proposed amendment is generally located at on the north side of Leeland Road and approximately 3,178 feet west of the intersection of US 301. The Special Projects Section analyzed the proposed amendment's impact on the following public facilities: police, fire and rescue, water, sewer, schools, recreation and library. The following information is provided in response to these findings to allow for a determination of compliance.

**NON-RESIDENTIAL**

**Water and Sewer Findings**

The proposed development is within Water and Sewer Category 4, Community System Adequate for Development Planning. Water and Sewer Category 3, Community System, must be obtained prior to Final Plat. The increased square footage will not increase the demand for additional water and sewerage facilities and, therefore, adequate water and sewer facilities exist to serve the Subject Property.

**Capital Improvement Program (CIP)**

The subject project is located in Planning Area 74A Mitchellville Vicinity. The Prince George's County FY 2021-2026 Approved CIP identifies the following projects in Planning Area 74A:

- a. Office of Central Services- Collington Athletic Complex
- b. DPW&T – Church Road Improvements, US 301 Improvements

The *Prince George's County FY 2021-2026 Approved CIP* does not identify any libraries, schools and/or public safety facilities in the Planning Area.

**Police Facilities**

This project is served by Police District II, Bowie, located at 601 Crain Highway SW in Bowie. Per Section 24-122.01(c)(1)(A) of the Subdivision Regulations, the Planning Board's current test for police adequacy is based on a standard for square footage in police stations relative to the population. The proposed amendment will not impact the need for additional police facilities and, therefore, the Section finds existing police facilities are adequate for the uses proposed by the basic plan. This will be further evaluated at the time of preliminary plan of subdivision review.

**Fire and Rescue**

This project is served by the Pointer Ridge Volunteer Fire/EMS Co. 843 located at 16408 Pointer Ridge in Bowie, as the first due station. Per Section 24-122.01(d)(1)(A) of the Subdivision Regulations, a 5-minute *total response time* is recognized as the national standard for Fire/EMS response times.

Prince George's County Fire and EMS Department representative, James V. Reilly, stated in writing (via email) that as of January 14, 2022, the subject project does not pass the 4-minute travel test from the closest Prince George's County Fire/EMS Station, Pointer Ridge Volunteer Fire/EMS Co. 843 in Bowie. The proposed amendment may impact fire facilities; a recommendation may be made to contact the Prince George's County Fire/EMS Department to request a pre-incident Emergency Plan for the facility; install and maintain Automated External Defibrillators (AEDs) in accordance with the Code of Maryland Regulations (COMAR); and install and maintain hemorrhage kits next to fire extinguishers. This will be further evaluated at the time of Preliminary Plan of Subdivision review. The Section finds existing fire facilities may require mitigation for the uses proposed by the basic plan.

### **School Facilities**

Per Section 24-122.02 of the Prince George's County Code of Ordinances, Subdivision Regulations, Council Resolutions, CR-23-2001, and CR-38-2002, *Adequate Public Schools Facility Regulations for Schools*, this subdivision is exempt from a review for schools because it is a non-residential use. The proposed amendment will not impact school facilities therefore; the Section find existing school facilities are adequate for the uses proposed by the basic plan.

### **Recreation Facilities**

This area is served by the following Maryland-National Capital Park and Planning Commission (M-NCPPC) Parks and Recreation facilities:

- Watkins Regional Park located at 301 Watkins Park Drive in Upper Marlboro.
- Largo/Kettering/Perrywood Community Center located at 431 Watkins Park Drive in Upper Marlboro.
- Upper Marlboro Community Center located at 5400 Marlboro Race Track Road in Upper Marlboro.

The proposed amendment will not impact the need for additional recreation facilities and, therefore, the Section finds existing recreation facilities are adequate for the uses proposed by the basic plan.

### **Library Facilities**

This area is served by the Prince George's County Memorial Library System, South Bowie Branch, located at 15301 Hall Road in Bowie. The proposed amendment will not impact the need for additional library facilities and, therefore, the Section find that existing library facilities are adequate for the uses proposed by the basic plan.



Countywide Planning Division  
 Prince George's County Planning Department

301-952-3650

January 10, 2022

**MEMORANDUM**

**TO:** Thomas Sievers, Senior Planner, Zoning Section, DRD

**VIA:** Megan Reiser, Supervisor, Environmental Planning Section, CWPD *MR*

**FROM:** Suzanne Nickle, Master Planner, Environmental Planning Section, CWPD *SAN*

**SUBJECT: National Capital Business Park A-9968-03  
 Petition for Basic Plan Amendment**

The Environmental Planning Section has reviewed the above referenced Zoning Map Amendment (ZMA) application accepted for review on December 17, 2021. The amendment application meets all applicable environmental requirements. The following comments are provided for your consideration.

**Background**

The Environmental Planning Section (EPS) has extensively reviewed this site previously with the review of the following applications:

<b>Development Review Case</b>	<b>Associated TCP(s)</b>	<b>Authority</b>	<b>Status</b>	<b>Action Date</b>	<b>Resolution Number</b>
A-9968	N/A	District Council	Approved	5/22/2006	Final Decision
CDP-0505	TCP1-010-06	Planning Board	Approved	8/8/2005	06-273
NRI-098-05	N/A	Planning Director	Signed	12/31/2005	N/A
CR-11-2006	N/A	District Council	Approved	2/7/2006	SMA Bowie and Vicinity
NRI-098-05-01	N/A	Planning Director	Signed	12/19/2006	N/A
NRI-098-05-02	N/A	Planning Director	Signed	1/11/2007	N/A
4-06066	TCP1-010-06-01	Planning Board	Approved	2/8/2007	PGCPB No. 07-43
SDP-1603	TCP2-028-2016	Planning Board	Approved	3/30/2017	PGCPB No. 17-44
NA	TCP2-027-2015	Staff	Approved	12/1/2015	NA

A-9968-01	NA	District Council	Approved	5/13/2019	Zoning Ordinance No. 5-2019
NRI-098-05-03	N/A	Planning Director	Signed	2/9/2020	N/A
NRI-098-05-04	N/A	Planning Director	Signed	3/3/2021	N/A
A-9968-02	N/A	District Council	Approved	4/12/2021	Zoning Ordinance No. 2-2021
CDP-0505-01	TCP1-004-2021	Planning Board	Approved	4/29/2021	PGCPB No. 2021-50
4-20032	TCP1-004-2021-01	Planning Board	Approved	9/30/2021	PGCPB No. 2021-112
N/A	TCP2-026-2021	Planning Director	Pending	Pending	N/A
SDP-1603-01	TCP2-026-2021-01	Planning Board	Pending	Pending	Pending
A-9968-03	N/A	District Council	Pending	Pending	Pending

### Proposed Activity

This application requests to amend the approved basic plan for a 442.30-acre site in the I-1, R-A and R-S Zone to increase the land use totals for warehouse/distribution, office, light industrial/manufacturing, and/or institutional uses to 5.5 million square feet, and dedication for a public park.

### Grandfathering

The project is subject to the current environmental regulations of Subtitles 24, 25, and 27 that came into effect on September 1, 2010, and February 1, 2012, because the application was approved with a new Preliminary Plan of Subdivision 4-20032.

### Site Description

The subject application is for a 442.30-acre site in the I-1, R-A and R-S Zones, and is located on the north side of Leeland Road, east of the railroad tracks, and west of Crain Highway (US 301). There are streams, wetlands and 100-year floodplains and associated areas of steep slopes with highly erodible soils and areas of severe slopes on the property. According to the "Prince George's County Soil Survey", the principal soils on the site are in the Adelphia-Holmdel complex, Annapolis Fine Sandy Loam, Colemantown Silt Loam, Collington-Wist Complex, Fallsington Sandy Loam, Howell-Annapolis Complex, Issues Silt Loam, Marr-Dodon, Westphalia and Odon, and Widewater, and Issue Soils. The soils range in hydrologic classes B, C, and D. Marlboro clay is found to occur extensively in the vicinity of and on this property. According to information obtained from the Maryland Department of Natural Resources Natural Heritage Program (DNR NHP), a Sensitive Species Project Review Area (SSPRA) as delineated on the SSPRA GIS layer is found to occur in the vicinity of this property. Further information received from the Wildlife and Heritage staff indicated known records related to three Rare, Threatened, or Endangered (RTE) aquatic species in Collington Branch, and the possible presence of several RTE plants. Leeland Road, a designated scenic road is adjacent to this development.

This property is in the Collington Branch watershed in the Patuxent River basin and contains the mainstem of Collington Branch along the western side of the property. The site is located within the Established Community Areas of the Growth Policy Map and Environmental Strategy Area 2 (formerly the Developing Tier) of the Regulated Environmental Protection Areas Map as designated by *Plan Prince George's 2035 Approved General Plan*. The site contains Regulated Areas, Evaluation Areas, and Network Gaps as designated on the *Countywide Green Infrastructure Plan* of the *Approved Prince George's Resource Conservation Plan* (May 2017).

***Plan Prince George's 2035 Approved General Plan (2014)***

The site is located within the Environmental Strategy Area 2 (formerly the Developing Tier) of the Regulated Environmental Protection Areas Map and has a Growth Policy of Established Communities as designated by *Plan Prince George's 2035 Approved General Plan*.

**Master Plan Conformance**

The *Approved Master Plan and sectional map amendment for Bowie and Vicinity* (February 2006) approved by the District Council is the current master plan for this area. This master plan included environmentally related policies and their respective strategies in the Environmental Infrastructure section.

The Zoning Ordinance provides guidance regarding the impact and relationship of general plans with master plans, and functional master plans. Specifically, Section 27-640 (a) of the Zoning Ordinance states the following regarding the approval of a general plan, and its effect on a previously approved master plan:

**Sec. 27-640. Relationship between Master, General, and Functional Plans.**

- (a) When Functional Master Plans (and amendments thereof) and General Plan amendments are approved after the adoption and approval of Area Master Plans, the Area Master Plans shall be amended only to the extent specified by the District Council in the resolution of approval. Any Area Master Plan or Functional Master Plan (or amendment) shall be an amendment of the General Plan unless otherwise stated by the District Council.**

The text in **bold** is the text from the master plan and the plain text provides comments on the plan conformance.

**Policy 1: Protect, preserve, and enhance the identified green infrastructure network within the master plan area.**

**Strategies:**

- 1. Use the designated green infrastructure network to identify opportunities for environmental preservation and restoration during the development review process.**
- 2. Protect primary corridors (Patuxent River and Collington Branch) during the development review process to ensure the highest level of preservation and restoration possible, with limited impacts for essential development elements. Protect secondary corridors (Horsepen Branch, Northeast Branch, Black Branch, Mill Branch, and District Branch) to restore and enhance environmental features and habitat.**

3. **Carefully evaluate land development proposals in the vicinity of identified SCAs (the Beltsville Agricultural Research Center to the north, along with the Patuxent Research Refuge; Belt Woods in the western portion of the master plan area; and the Patuxent River) to ensure that the SCAs are not impacted and connections are either maintained or restored.**
4. **Target public land acquisition programs within the designated green infrastructure network in order to preserve, enhance, or restore essential features and special habitat areas.**

The subject site is neither within a Priority Preservation Area nor the Patuxent Rural Legacy Program; however, it is in the Collington Branch and Patuxent River watershed, which are primary corridors. The site contains Regulated Environmental Features (REF) and is located entirely within the 2017 Green Infrastructure network but is not within a Special Conservation Area (SCA). Protection of green infrastructure elements and regulated environmental features of the site will be further evaluated with future development applications.

**Policy 2: Restore and enhance water quality in areas that have been degraded and preserve water quality in areas not degraded.**

**Strategies:**

1. **Implement the strategies contained in the Western Branch Watershed Restoration Action Strategy (WRAS).**
2. **Add identified mitigation strategies from the Western Branch WRAS to the countywide database of mitigation sites.**
3. **Encourage the location of necessary off-site mitigation for wetlands, streams, and woodlands within sites identified in the Western Branch WRAS and within sensitive areas that are not currently wooded.**
4. **Ensure the use of low-impact development techniques to the extent possible during the development process.**
5. **During the development review process evaluate streams that are to receive stormwater discharge for water quality and stream stability. Unstable streams and streams with degraded water quality should be restored, and this mitigation should be considered as part of the stormwater management requirements.**
6. **Encourage the use of conservation landscaping techniques that reduce water consumption and the need for fertilizers or chemical applications.**
7. **Minimize the number of parking spaces and provide for alternative parking methods that reduce the area of impervious surfaces.**
8. **Reduce the area of impervious surfaces during redevelopment projects.**

Development of the site will be subject to the current stormwater management (SWM) regulations which require that environmental site design be implemented to the maximum extent practicable. Additional information regarding on-site REF will be evaluated with future applications.

**Policy 3: Protect and enhance tree cover within the master plan area.**

**Strategies:**

- 1. Encourage the planting of trees in developed areas and established communities to increase the overall tree cover.**
- 2. Provide a minimum of ten percent tree cover on all development projects. This can be met through the provision of preserved areas or landscape trees.**
- 3. Establish street trees in planting strips designed to promote long-term growth and increase tree cover.**
- 4. Establish tree planting adjacent to and within areas of impervious surfaces. Ensure an even distribution of tree planting to provide shade to the maximum amount of impervious areas possible.**

Development of this site will be subject to the current woodland conservation ordinance requirements. Additional information regarding woodland conservation will be evaluated with future development applications.

**Policy 4: Reduce overall energy consumption and implement more environmentally sensitive building techniques.**

**Strategies:**

- 1. Encourage the use of green building techniques that reduce energy consumption. New building designs should strive to incorporate the latest environmental technologies in project buildings and site design. As redevelopment occurs, the existing buildings should be reused and redesigned to incorporate energy and building material efficiencies.**
- 2. Encourage the use of alternative energy sources such as solar, wind, and hydrogen power. Provide public examples of uses of alternative energy sources.**

Information regarding the use of green building techniques and the use of alternative energy will be evaluated with future applications by the Urban Design Section.

**Policy 5: Reduce light pollution and intrusion into residential, rural, and environmentally sensitive areas.**

**Strategies:**

- 1. Encourage the use of alternative lighting technologies for athletic fields, shopping centers, gas stations, and car lots so that light intrusion on adjacent properties is minimized. Limit the total amount of light output from these uses.**
- 2. Require the use of full cut-off optic light fixtures for all proposed uses.**
- 3. Discourage the use of streetlights and entrance lighting except where warranted by safety concerns.**

Information regarding the use of lighting will be evaluated with future applications by the Urban Design Section.

**Policy 6: Reduce adverse noise impacts to meet State of Maryland noise standards.**

**Strategies:**

- 1. Evaluate development proposals using Phase I noise studies and noise models.**
- 2. Provide adequate setbacks for projects located adjacent to existing and proposed noise generators.**
- 3. Provide the use of appropriate attenuation measures when noise issues are identified.**

Residential development is not proposed with A-9968-03. Leeland Road to the south is classified as a Master Planned Major Collector MC-600. Proposed master planned industrial road I-300 is located on the eastern portion of the property. Right-of-way dedication was conditioned with the approval of Preliminary Plan of Subdivision 4-20032. Any alterations to the right-of-way dedication will be determined with the review of future applications addressing the proposed revision to the development totals.

**Policy 7: Protect wellhead areas of public wells.**

**Strategies:**

- 1. Retain land uses that currently exist in the wellhead areas of existing public wells.**
- 2. Continue monitoring water quality.**
- 3. Consider the development of alternative public water provision strategies, such as public water connections, to eventually eliminate public wells.**

No wells are known to exist on the site.

**Conformance with the Green Infrastructure Plan**

The entire site is mapped within the Green Infrastructure Network as delineated in accordance with the *Green Infrastructure Plan of the Approved Prince George's County Resource Conservation Plan (2017)*. The Regulated Area is mapped along the streams and REF and the Evaluation Area is mapped on the remainder of the site due to the existing forest contiguous to the streams. The plans as submitted generally show the preservation of the Regulated Areas; however, more detailed information will be evaluated during the subsequent applications. The amended basic plan can be found in conformance with the *Green Infrastructure Plan*.

**COMPLIANCE WITH PREVIOUSLY APPROVED CONDITIONS**

**Conditions of Approval A-9968-01**

On May 13, 2019, the District Council approved the basic plan for Willowbrook, now known as National Capital Business Park, subject to 23 conditions and five considerations. Five conditions were determined to be environmental in nature:

- 2. In the event of a townhouse or multifamily, a buffer area shall be located between Leeland Road and any townhouse or multifamily development sufficient to appropriately screen these units with plantings, as determines by the Staff of the Development Review Division, from view from the roadway and to retain the current wooded character of the frontage, consistent with the buffering for Leeland Road as shown on SDP-1603.**

Leeland Road, which borders the site on the south, is a designated scenic road. No direct vehicular access is proposed from the National Capital Business Park to Leeland Road. The applicant states that upon completion of the development, the Oak Grove Road/ Leeland Road corridor will retain its character as a prominent scenic roadway in the County. This condition was removed with A-9968-02 revision.

- 9. The Applicant shall construct a ten (10)-foot-wide Master Plan hiker/biker trail located in Collington Branch Stream Valley and six-foot-wide feeder trails to the development pods. The ten (10)-foot width of the Master Plan trail may be modified at appropriate locations to respond to environmental constraints.**

The location of the Master Plan Hiker/biker trail in the Collington Branch Stream Valley Park is in discussions with the Parks Department and is to be coordinated with the Environmental Planning Section during the entitlement process to minimize environmental impacts.

- 13. The submission package of the Comprehensive Design Plan shall contain a signed Natural Resource Inventory Plan. The signed NRI plan shall be used by the designers to prepare a site layout that minimizes impacts to the regulated areas of the site.**
- 14. A geotechnical study that identifies the location and elevation of the Marlboro Clay layer throughout the site shall be submitted as part of the Comprehensive Design Plan application.**
- 19. Prior to acceptance of the Preliminary Plan of Subdivision, a revised Natural Resources Inventory Plan shall be submitted and approved.**

A valid Natural Resources Inventory Plan (NRI), NRI-098-05-04, was submitted with this application. The geotechnical study was reviewed with prior applications and must be submitted with the required comprehensive design plan, preliminary plan of subdivision, and specific design plan (SDP) applications.

### **Comprehensive Design Plan Considerations**

- 1. The natural aesthetic qualities of the site should be accentuated by a design that is in part determined by the environmental constraints of the site. Streets should not be uniformly double loaded. Single loaded streets and/or breaks between lots should be strategically placed to provide visual relief and afford views into open space.**

This will be reviewed with the comprehensive design plan revision.

## **Review of Environmental Conditions and Considerations of Approval A-9968-02**

On April 12, 2021, the District Council approved the basic plan for National Capital Business Park, subject to 17 conditions and two comprehensive design plan (CDP) considerations. Six conditions and one consideration were determined to be environmental in nature.

### **Conditions**

- 9. The submission package of the comprehensive design plan shall contain a signed natural resources inventory (NRI) plan. The signed NRI plan shall be used by the designers to prepare a site layout that minimizes impacts to the regulated areas of the site.**

A valid Natural Resources Inventory Plan, NRI-098-05-04, was submitted with this application.

- 10. A geotechnical study that identifies the location and elevation of the Marlboro clay layer throughout the site shall be submitted as part of the comprehensive design plan application.**

A geotechnical study was reviewed with prior applications and must be submitted with the required comprehensive design plan, preliminary plan of subdivision, and specific design plan applications.

- 11. A protocol for surveying the locations of all rare, threatened, and endangered species within the subject property shall be obtained from the Maryland Department of Natural Resources, prior to acceptance of the comprehensive re design plan, and this protocol shall be part of the submittal package. The completed surveys and required reports shall be submitted as part of any application for preliminary plans.**

The subject site contains five (5) identified species of Rare, Threatened, or Endangered (RTE) plants and three (3) State-listed threatened or endangered fish species with the Collington Branch, and/or Black Branch watersheds. A Rare, Threatened and Endangered Species Habitat Protection and Management Program was approved with the Preliminary Plan 4-20032. The management program was reviewed and approved at time of PPS in coordination with the Department of Natural Resources, Natural Heritage Program (DNR NHP).

The timeline presented by the applicant for the construction of the current project anticipates issuance of the first building permit in the Spring of 2022. In accordance with the Habitat Protection and Management Program report, hydrologic monitoring for a minimum of one year prior to the issuance of the first grading permit was required to establish a baseline of data. This monitoring was performed by the applicant on April 20, 2021, and June 1-2, 2021. The report was submitted to DNR and the Environmental Planning Section on September 10, 2021.

- 12. Prior to acceptance of the preliminary plan of subdivision, a revised natural resources inventory plan shall be submitted and approved.**



A revision to Natural Resources Inventory, NRI-098-05-04, was approved on March 3, 2021, during the review period of CDP-0505-01.

**16. The conceptual location of the Collington Branch Stream Valley Trail, its feeder trail connection to the proposed employment uses, and the Leeland Road shared-use path shall be shown on the Comprehensive Design Plan.**

The conceptual locations of the Collington Branch Stream Valley Trail, its feeder trail connection to the proposed employment uses, and the Leeland Road shared-use path shall be shown on the subsequent comprehensive design plan and preliminary plan, with detailed information for the implementation of these trails to be included with the future SDP and tree conservation plan (TCP) TCP2 review packages.

**17. In the event the Applicant elects to pursue an alternative access point(s) to the adjacent Collington Center vis Pope's Creek Drive and/or Prince George's Blvd., the transportation and environmental impacts of any additional access point(s) shall be evaluated at time of Comprehensive Design Plan or Preliminary Plan.**

The alternative access point described in the finding above to extend Popes Creek Drive was provided with the PPS 4-20032 for review. The subsequent SDP-1603-01 did not propose to develop the extension of Popes Creek Drive. The basic plan submitted with A-9968-03 does not propose an extension of Popes Creek Drive. If alternative or additional access points are contemplated in the future with this development, the proposals must be submitted with the acceptance of a future CDP or PPS application, so a full analysis of any stream crossings, additional impacts to the Regulated Environmental Features, including, Rare, Threatened and Endangered Species, and Marlboro Clay, is conducted with either the CDP or PPS review process.

### **Comprehensive Design Plan Considerations**

**1. The natural aesthetic qualities of the site and all regulated environmental features shall be preserved to the fullest extent possible and shall seek to minimize any impacts to said features.**

The development proposed with A-9968-03 shows similar boundaries as was proposed with SDP-1603-01 which have been determined in part by the environmental constraints of the site, including the regulated environmental features and the soils. Minimal impacts to the environmental features were proposed with the PPS and SDP. Subsequent Development Review Division reviews shall keep any proposed impacts to the regulated environmental features to a minimum.

### **Environmental Review**

#### **Existing Conditions/Natural Resource Inventory (NRI)**

An NRI is not required as part of a zoning amendment application; however, an approved NRI covering the land area included in the application is approved. No further information is needed at this time.

#### **Woodland Conservation**

The project is subject to the environmental regulations contained in Subtitles 24, 25, and 27 that came into effect on September 1, 2010, and February 1, 2012.

The requested change in use will not result in a change to the Woodland Conservation Threshold which is currently 15 percent for the E-I-A (R-S) and I-1 portions of the site and is 50% for the R-A Zone, resulting in a weighted WCT of 15.08% or 52.40-acres. There is an approved TCP1 and TCP2 on the overall development. All future applications will require Tree Conservation Plans in accordance with the current regulations.

If you have any questions concerning this review, please contact me by e-mail at [suzanne.nickle@ppd.mncppc.org](mailto:suzanne.nickle@ppd.mncppc.org) or call 301-952-3650.



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January 25, 2022

**MEMORANDUM**

TO: Thomas Sievers, Zoning Section, Development Review Division

FROM:  Glen Burton, Transportation Planning Section, Countywide Planning Division



Countywide Planning Division

VIA:  Tom Masog, Transportation Planning Section, Countywide Planning Division

**SUBJECT: A-9968-03, National Capital Business Park**

**Proposal:**

The applicant is proposing an amendment to a previous approved Basic Plan A-9968-02, that would allow for the expansion of up to 5.5 million square-feet of Warehouse/Distribution, Office, Light Industrial/Manufacturing and/or Institutional uses. It is anticipated that a majority of the uses on the property will be warehouse uses.

**Prior Conditions of Approval:**

The property has been the subject of numerous applications and approvals dating back to a Basic

later affirmed in November 2005 by the District Council rezoning of the property from E-I-A Zone to R-S Zone (CR-90-2005). There have been subsequent basic map amendments, comprehensive design plans (CDP) and preliminary plans of subdivision (PPS) approvals over the years. The following represent the most recent approval activities on the subject property:

- April 12, 2021 - Basic Plan Amendment A-9968-02 approved by the Prince George's County District Council via Zoning Ordinance No. 2-2021
- April 29, 2021 - Prince George's County Planning Board approved CDP-0505-01 pursuant to PGCPB No. 2021-50.

- September 9, 2021 - Prince George's County Planning Board approved PPS 4-20032. Pursuant to PGCPB No. 2021-112, the PPS was approved with many conditions, including the following that pertain to transportation;

2 *Total developments within the subject property shall be limited to uses which generate no more than 1,400 AM peak-hour trips and 1,400 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.*

10. *Prior to approval of a building permit for each square foot of development, the applicant, and the applicant's heirs, successors, and/or assignees shall pay to the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE), a fee calculated as \$1.03 (1 989 dollars) multiplied by (Engineering News Record Highway Construction Cost index at time of payment) / (Engineering News Record Highway Construction Cost Index for second quarter 1989). The County may substitute a different cost index if necessary.*

*In lieu of the fee payment listed in the preceding paragraph, the applicant may provide improvements along US 301 (Robert Crain Highway), within the limits of US 301 that are covered by the Capital Improvement Program-funded improvements. The cost of these improvements shall not exceed \$3,593,100.00 (1989 dollars). Any improvements proposed as part of any lump sum payment shall have approval of the Maryland State Highway Association and DPIE.*

12. *Prior to approval of any building permit within the subject property, where the total density exceeds 1,475,000 square feet, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed upon timetable for construction with the appropriate operating agency:*

a. *US 301 (Robert Crain Highway) at Leeland Road*

*Provide three left turn lanes on the eastbound approach*

*Provide two left turn lanes on the northbound approach*

13. *Prior to approval of any building permit within the subject property, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed upon timetable for construction with the appropriate operating agency:*

a. *Prince George's Boulevard and Queens Court-Site Access*

(1) *Provide a shared through and left and a shared through and right lane on the eastbound approach.*

- (2) *Provide a shared through and left and a shared through and right lane on the westbound approach.*
    - (3) *Provide a shared through and left and a shared through and right lane on the northbound approach.*
  32. *The following road improvements shall be provided, and timing for construction of the road improvements shall be determined with the first specific design plan for development (not including infrastructure):*
    - a. *Queens Court and US 301 (Robert Crain Highway)*
      - (1) *Install a traffic signal*
      - (2) *Provide a double left turn and three through lanes on the northbound approach.*
      - (3) *Provide a double left turn and a free right turn on the eastbound approach.*

None of the conditions of approval above have been implemented as of this writing. All of the conditions, including the one establishing a trip cap will be re-evaluated based on a new traffic study that has been submitted with the pending application, and that will be further evaluated with a new PPS application.

#### **Master Plan Compliance:**

#### **Master Plan Right of Way**

The subject property is located in an area where the development policies are governed by the 2021 *Preliminary Bowie-Mitchellville and Vicinity*. The subject property is also governed by the *Approved Countywide Master Plan of Transportation*, November 2009. All plans recommend Oak Grove Road-Leeland Road be upgraded to a major collector (MC-600) standard. The proposed application shows the planned facility in a location that is generally consistent with both plans. At the time of preliminary plan of subdivision for the subject property, dedication along Leeland road will be required.

#### **Master Plan Pedestrian and Bike Facilities**

The Approved Master Plan of Transportation (MPOT) includes the following and goal and policies regarding sidewalk and bikeway construction and the accommodation of pedestrians and bicyclists (MPOT, pages 7 and 8):

**GOAL:** Provide a continuous network of sidewalks, bikeways and trails that provide opportunities for residents to make some trips by walking or bicycling, particularly to mass transit, schools, employment centers, and other activity centers.

**POLICY 2:** Provide adequate pedestrian and bicycle linkages to schools, parks, recreation areas and employment centers.

**POLICY 3:** Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO *Guide for the Development of Bicycle Facilities*.

**POLICY 4:** Identify sidewalk retrofit opportunities for small area plans within the Developed and Developing Tiers in order to provide safe routes to school, pedestrian access to mass transit and more walkable communities.

**POLICY 5:** Plan new development to help achieve the goals of this master plan.

1. **Comment**

The subject site is surrounded by similar employment uses, proposed recreational facilities, and residential uses south of Leeland Road. Leeland Road (MC-600) is a designated major collector roadway and includes a master plan recommended shared-use path along its entire extent. It should be noted that the submitted statement of justification indicates that the applicant is evaluating frontage improvements along Leeland Road as a two-lane open section roadway, subject to approval of DPIE and DPW&T. Staff recommends that a ten-foot-wide shared-use path be provided along the subject site frontage of Leeland Road, unless modified by DPIE with written correspondence. This shared-use path would be consistent with the approved facility of the adjacent property (SDP-1705, PGCPB No. 2020-57), and can be constructed within the dedication of ROW that is required for a major collector roadway. The applicant shall provide a network of pedestrians and bikeway facilities internal to site. The exact location and design of said facilities shall be evaluated with future applications.

**Staff Review and Comments**

The proposed application is seeking to expand the previously approved development of 3.5 million square-feet of warehouse use to 5.5 million square-feet. This increase in density will generate greater than 50 trips in either peak hour. Consequently, a TIS was required as part of the evaluation of transportation adequacy. The findings and recommendations outlined below are based upon a review of the materials and analyses conducted by the staff of the Transportation Planning Section, consistent with the "Transportation Review Guidelines," otherwise termed the "Guidelines."

**Analysis of Traffic Impacts**

The subject property is currently unimproved and is located within Transportation Service Area (TSA) 1, as defined in the *Plan Prince George's 2035 Approved General Plan*. As such, the subject property is evaluated according to the following standards:

**Links and Signalized Intersections**

Level of Service (LOS) E, with signalized intersections operating at a critical lane volume (CLV) of 1,600 or better. Mitigation per Section 24-124(a)(6) of the Subdivision Regulations, is permitted at signalized intersections within any TSA subject to meeting the geographical criteria in the "Guidelines".

**Unsignalized Intersections**

The procedure for unsignalized intersections is not a true test of adequacy but rather an indicator that further operational studies need to be conducted. A three-part process is employed for two-way stop-controlled intersections:

For two-way stop-controlled intersections a three-part process is employed:

(a) vehicle delay is computed in all movements using the Highway Capacity Manual (Transportation Research Board) procedure; (b) the maximum approach volume on the minor streets is computed if delay exceeds 50 seconds, (c) if delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed.

For all-way stop-controlled intersections a two-part process is employed: (a) vehicle delay is computed in all movements using the Highway Capacity Manual (Transportation Research Board) procedure; (b) if delay exceeds 50 seconds, the CLV is computed.

Pursuant to Section 27-195(b)(1)(C) of the Zoning Ordinance, the criteria for approval of a Basic Plan as they relate to transportation are as follows:

*Transportation facilities (including streets and public transit) (i) which are existing, (ii) which are under construction, or (iii) for which one hundred percent (100%) of the construction funds are allocated within the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or will be provided by the applicant, will be adequate to carry the anticipated traffic generated by the development based on the maximum proposed density. The uses proposed will not generate traffic which would lower the level of service anticipated by the land use and circulation systems shown on the approved General or Area Master Plans, or urban renewal plans;*

To meet the legal threshold cited above, the applicant has provided staff, with a January 2022 Traffic Impact Study (TIS). The findings and recommendations outlined below are based upon a review of these materials and analyses conducted by staff of the Transportation Planning Section, consistent with the "Transportation Review Guidelines - Part 1- 2012". The table below shows the intersections deemed to be critical, as well as the levels of service representing existing conditions. It is worth noting that one of the provisions of recent Council legislation (CB-22-2020) is that no traffic from this proposed development should be oriented to and from Leeland Road to the south of the subject property. As a result of this mandate by the council, the TIS did not consider any intersections along Leeland. The table below shows the intersections deemed to be critical, as well as the levels of service representing existing conditions:

EXISTING CONDITIONS		
Intersections	AM	PM
	(LOS/CLV) delay	(LOS/CLV) delay
US 301 SB @ Wawa Crossover (signalized in future)	A/990	C/1248
US 301 NB @ Wawa Crossover	C/1288	C/1161
US 301 @ Trade Zone Avenue	A/895	B/1022
US 301 @ Queens Court: Right-in, Right-Out (RIRO)	No delay	No delay
US 301 @ Median Crossover	No delay	No delay
Minor street volume	<100 vehicles	<100 vehicles
US 301 @ Leeland Road	A/924	A/866
US 301 @ Beechtree Parkway-Swanson Road	D/1330	D/1321
US 301 @ Village Drive	B/1086	B/1144
US 301 @ MD 725	C/1204	D/1343
US 301 @ Chrysler Drive	B/1045	B/1063
Prince George's Boulevard @ Trade Zone Avenue	15.0 seconds	15.1 seconds

Prince George's Boulevard @ Commerce Drive	9.5 seconds	9.8 seconds
Prince George's Boulevard @ Queens Court	9.5 seconds	12.5 seconds
* Unsignalized intersections. In analyzing two-way stop-controlled intersections, a three-step procedure is undertaken in which the greatest average delay (in seconds) for any movement within the intersection, the maximum approach volume on a minor approach, and the critical lane volume (CLV) is computed and compared to the approved standard. According to the "Guidelines", all three tests must fail in order to require a signal warrant study.		

The traffic study identified 14 background developments whose impact would affect some or all of the study intersections. Additionally, a growth of 1.1% over six years was also applied to the traffic volumes. In addition to the inclusion of background developments and regional growth, the TIS assumed improvements involving the upgrade to US 301 between MD 214 in the north and MD 4 to the south. Specifically, the improvements would involve a widening of US 301 from 4 to 6 through lanes. This improvement appears in the current county Capital Improvement Program (CIP) with full funding within six years. There is a provision in the CIP that the overall cost of \$32 million will be borne by developer contribution. This applicant has agreed to provide his/her commensurate share which will be determined at future stages of development review process.

The subject application seeks to amend the previously approved application (A-9968-02) which considered county warehouse rates. As additional phases of this development with more specific land uses are proposed, trip rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* may be substituted for rates which may not be available in the department's Transportation Review Guidelines.

Using the trip rates from the "Guidelines", the study has indicated that the subject application represents the following trip generation:

		AM Peak			PM Peak		
		In	Out	Total	In	Out	Total
Warehouse (FAR 0.3, county rates)	5,500,000 Sq. feet	1,780	440	2,200	440	1,780	2,200
<b>Total new trips</b>		1,780	440	2,200	440	1,780	2,200

The table above indicates that the proposed development will be adding 2,200 trips during both peak hours. The analysis under existing condition assumes several unsignalized intersections. Under future conditions, the following intersections are assumed to be signalized:

- US 301 SB @ Wawa Crossover
- US 301 NB @ Wawa Crossover
- US 301 @ Queens Court

A third analysis depicting total traffic conditions was done, yielding the following results:

TOTAL CONDITIONS with CIP improvements		
Intersections	AM	PM
	(LOS/CLV) delay	(LOS/CLV) delay
US 301 SB @ Wawa Crossover	A/976	C/1175
US 301 NB @ Wawa Crossover	B/1145	B/1409



US 301 @ Trade Zone Avenue	C/1185	D/1442
US 301 @ Queens Court	D/1340	D/1377
US 301 @ Median Crossover * Minor street volume *	No delay <100 vehicles	No delay <100 vehicles
US 301 @ Leeland Road <i>With additional improvement</i>	D/1674 C/1298	<b>F/1757</b> D/1417
US 301 @ Beechtree Parkway-Swanson Road	D/1390	D/1448
US 301 @ Village Drive	C/1208	C/1213
US 301 @ MD 725	C/1292	D/1432
US 301 @ Chrysler Drive	B/1050	D/1397
Prince George's Boulevard @ Trade Zone Avenue *	17.0 seconds	25.0 seconds
Prince George's Boulevard @ Commerce Drive *	12.6 seconds	12.2 seconds
Prince George's Boulevard @ Queens Court * Tier 1: HCS Delay test Tier 2: Minor Street Volume Tier 3: CLV	523.8 seconds >100 vehicles D/1447	621.0 seconds >100 vehicles D/1435
* Unsignalized intersections. In analyzing two-way stop-controlled intersections, a three-step procedure is undertaken in which the greatest average delay (in seconds) for any movement within the intersection, the maximum approach volume on a minor approach, and the critical lane volume (CLV) is computed and compared to the approved standard. According to the "Guidelines", all three tests must fail in order to require a signal warrant study.		

The results under total traffic conditions show that the intersections will all operate adequately with the exception of US 301 @ Leeland Road. To that end, the applicant has agreed to provide an additional left turn lane (for a total of three lefts) on the eastbound approach, resulting in acceptable level of service for that intersection.

### Transportation Staff Conclusions

Based on the preceding findings, the Transportation Planning Section concludes that existing transportation facilities, when improved with improvements provided in the county CIP, along with some additional improvements provided by the applicant, and signalization at some key intersections, will be adequate to carry the anticipated traffic generated by 5.5 million square feet of warehousing development. Furthermore, the uses proposed will not generate traffic which would lower the level of service anticipated by the land use and circulation systems shown on the approved Area Master Plan, in accordance with Section 27-195 of the Prince George's County Code.

In making this finding, the TPS staff recommends the following conditions:

2. All of the intersections evaluated with this application be subject to further analyses at the time of the comprehensive design plan (CDP) phase of the subject development.
3. The applicant shall provide a network of pedestrians and bikeway facilities internal to site. The exact location and design of said facilities shall be evaluated with future applications.
4. The applicant shall provide a 10-foot-wide Master Plan trail along the Colington Branch Stream. The design of the Master Plan Trail will be evaluated with future applications.
5. The applicant, the applicant's heirs, successors, and/or assignees shall construct a minimum 10-foot-wide master plan shared-use path along the subject site frontage of Leeland Road, consistent with AASHTO standards, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence

**From:** [Zhang, Henry](#)  
**To:** [Sievers, Thomas](#)  
**Cc:** [Hurlbutt, Jeremy](#); [Staton, Kenneth](#)  
**Subject:** A-9968-03 NATIONAL CAPITAL BUSINESS PARK;  
**Date:** Saturday, January 8, 2022 10:19:52 AM  
**Attachments:** [image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)  
[image006.png](#)  
[image007.png](#)  
[image008.png](#)  
**Importance:** High

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Hi, Tom,

The Urban Design Section has reviewed Zoning Map Amendment Application, A-9968-03, NATIONAL CAPITAL BUSINESS PARK, which is to increase total gross floor area to 5.5 MILLION SQUARE FEET for uses normally permitted in the E-I-A Zone including WAREHOUSE, DISTRIBUTION, OFFICE, LIGHT INDUSTRIAL, & MANUFACTURING. The Urban Design Section has no objections to the approval of this ZMA application.

The site has a previously approved Comprehensive Design Plan (CDP) and a Specific Design Plan (SDP) for infrastructure for the entire R-S zoned site is pending. Amendments to previous approvals are required after the approval of this rezoning application, prior to issuance of any additional building permits. The Urban Design Section will review all urban design issues and the site's conformance with applicable regulations, including the requirements of the *Landscape Manual* and Tree Canopy Coverage Ordinance at the time of both CDP and SDP approvals.

This email is in lieu of a formal memorandum from the Urban Design Section.

Thanks

**Henry H. Zhang**, AICP LEED AP CPTED Specialist

*Master Planner | Development Review Division*

 THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION  
**Prince George's County Planning Department**

14741 Governor Oden Bowie Drive, Upper Marlboro, MD 20772

301-952-4151 | [henry.zhang@ppd.mncppc.org](mailto:henry.zhang@ppd.mncppc.org)



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**From:** Zhang, Henry  
**Sent:** Tuesday, May 18, 2021 11:19 AM  
**To:** Sievers, Thomas <[Thomas.Sievers@ppd.mncppc.org](mailto:Thomas.Sievers@ppd.mncppc.org)>  
**Cc:** Hurlbutt, Jeremy <[Jeremy.Hurlbutt@ppd.mncppc.org](mailto:Jeremy.Hurlbutt@ppd.mncppc.org)>  
**Subject:** FW: UPDATE re: ACCEPTANCE Referral - A-10060 Saddle Ridge  
**Importance:** High  
**Henry H. Zhang**, AICP LEED AP CPTED Specialist

*Master Planner | Urban Design*



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**From:** ePlan <[ePlan@ppd.mncppc.org](mailto:ePlan@ppd.mncppc.org)>  
**Sent:** Friday, May 14, 2021 10:23 AM  
**To:** ePlan <[ePlan@ppd.mncppc.org](mailto:ePlan@ppd.mncppc.org)>; Smith, Tyler <[Tyler.Smith@ppd.mncppc.org](mailto:Tyler.Smith@ppd.mncppc.org)>; Hall, Ashley <[Ashley.Hall@ppd.mncppc.org](mailto:Ashley.Hall@ppd.mncppc.org)>; Masog, Tom <[Tom.Masog@ppd.mncppc.org](mailto:Tom.Masog@ppd.mncppc.org)>; Barnett-Woods, Bryan <[bryan.barnettwoods@ppd.mncppc.org](mailto:bryan.barnettwoods@ppd.mncppc.org)>; Zhang, Henry <[Henry.Zhang@ppd.mncppc.org](mailto:Henry.Zhang@ppd.mncppc.org)>; Kosack, Jill <[Jill.Kosack@ppd.mncppc.org](mailto:Jill.Kosack@ppd.mncppc.org)>; Hurlbutt, Jeremy <[Jeremy.Hurlbutt@ppd.mncppc.org](mailto:Jeremy.Hurlbutt@ppd.mncppc.org)>; Dixon, June <[june.dixon@ppd.mncppc.org](mailto:june.dixon@ppd.mncppc.org)>; Chaconas, Sheila <[Sheila.Chaconas@ppd.mncppc.org](mailto:Sheila.Chaconas@ppd.mncppc.org)>; Holley, Edward <[Edward.Holley@Pgparcs.com](mailto:Edward.Holley@Pgparcs.com)>; Thompson, Ivy <[Ivy.Thompson@ppd.mncppc.org](mailto:Ivy.Thompson@ppd.mncppc.org)>; Walker, Tineya <[tineya.walker@ppd.mncppc.org](mailto:tineya.walker@ppd.mncppc.org)>; PPD-EnvDRDreferrals <[ppd-envdrdreferrals@ppd.mncppc.org](mailto:ppd-envdrdreferrals@ppd.mncppc.org)>; 'Reilly, James V' <[JVReilly@co.pg.md.us](mailto:JVReilly@co.pg.md.us)>; [SLToth@co.pg.md.us](mailto:SLToth@co.pg.md.us); [ljdillon@co.pg.md.us](mailto:ljdillon@co.pg.md.us); DPIE <[DARichards@co.pg.md.us](mailto:DARichards@co.pg.md.us)>; [AMGullickson@co.pg.md.us](mailto:AMGullickson@co.pg.md.us); [tgaskins@co.pg.md.us](mailto:tgaskins@co.pg.md.us); De Guzman, Reynaldo S. <[rsdeguzman@co.pg.md.us](mailto:rsdeguzman@co.pg.md.us)>; [rlattivor@co.pg.md.us](mailto:rlattivor@co.pg.md.us); Snyder, Steven G. <[SGSnyder@co.pg.md.us](mailto:SGSnyder@co.pg.md.us)>; 'Abdullah, Mariwan' <[MAbdullah@co.pg.md.us](mailto:MAbdullah@co.pg.md.us)>; Formukong, Nanji W. <[nwformukong@co.pg.md.us](mailto:nwformukong@co.pg.md.us)>; Salles, Cicero D. <[cdsalles@co.pg.md.us](mailto:cdsalles@co.pg.md.us)>; [sabbranch@co.pg.md.us](mailto:sabbranch@co.pg.md.us); [jtarr@co.pg.md.us](mailto:jtarr@co.pg.md.us); 'Kwesi Woodroffe' <[kwoodroffe@sha.state.md.us](mailto:kwoodroffe@sha.state.md.us)>; 'Tania Brown - SHA' <[TBrown13@mdot.maryland.gov](mailto:TBrown13@mdot.maryland.gov)>; [shayla.taylor@pgcps.org](mailto:shayla.taylor@pgcps.org); [rhianna.mccarter@pgcps.org](mailto:rhianna.mccarter@pgcps.org); Salles, Cicero D. <[cdsalles@co.pg.md.us](mailto:cdsalles@co.pg.md.us)>; [jtarr@co.pg.md.us](mailto:jtarr@co.pg.md.us); Stabler, Jennifer <[Jennifer.Stabler@ppd.mncppc.org](mailto:Jennifer.Stabler@ppd.mncppc.org)>; 'Aheart, Charlotte D.' <[CDAheart@co.pg.md.us](mailto:CDAheart@co.pg.md.us)>; [kenneth.l.barnhart@verizon.com](mailto:kenneth.l.barnhart@verizon.com); [mark.g.larsen@verizon.com](mailto:mark.g.larsen@verizon.com); [jkoroma@pepco.com](mailto:jkoroma@pepco.com); [wkynard@pepcoholdings.com](mailto:wkynard@pepcoholdings.com); [Charles.curry@bge.com](mailto:Charles.curry@bge.com); [Herb.Reigel@smeco.coop](mailto:Herb.Reigel@smeco.coop); 'Ulrich,Keith' <[Keith.Ulrich@SMECO.coop](mailto:Keith.Ulrich@SMECO.coop)>; [kencrouse@comcast.net](mailto:kencrouse@comcast.net); 'AZZAM, ABDULKADER' <[aa9168@att.com](mailto:aa9168@att.com)>; 'IBRAHIM, WALID' <[wi340d@att.com](mailto:wi340d@att.com)>; 'sh3700@att.com' <[sh3700@att.com](mailto:sh3700@att.com)>; [pmartinez@washgas.com](mailto:pmartinez@washgas.com); Giles, Mary C. <[mcgiles@co.pg.md.us](mailto:mcgiles@co.pg.md.us)>; [#dsgintake@wsscwater.com](mailto:#dsgintake@wsscwater.com); Ray, Bobby <[Bobby.Ray@ppd.mncppc.org](mailto:Bobby.Ray@ppd.mncppc.org)>; Conner, Sherri <[sherri.conner@ppd.mncppc.org](mailto:sherri.conner@ppd.mncppc.org)>; Gupta, Mridula

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**Subject:** RE: UPDATE re: ACCEPTANCE Referral - A-10060 Saddle Ridge

Greetings,

We have received the following SDRC response.

<https://www.dropbox.com/sh/503u3scwd8nn7dn/AABD529JtCtDcVd9UAfgWNPVa?dl=0>

Thank you,

Randa Lee

Senior Planning Technician, Development Review Division



14741 Governor Oden Bowie Drive, Upper Marlboro, MD 20772

301-952-3867 | [randar.lee@ppd.mncppc.org](mailto:randar.lee@ppd.mncppc.org)



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**From:** Lee, Randar

**Sent:** Friday, April 16, 2021 4:24 PM

**To:** ePlan <[ePlan@ppd.mncppc.org](mailto:ePlan@ppd.mncppc.org)>; Smith, Tyler <[Tyler.Smith@ppd.mncppc.org](mailto:Tyler.Smith@ppd.mncppc.org)>; Hall, Ashley <[Ashley.Hall@ppd.mncppc.org](mailto:Ashley.Hall@ppd.mncppc.org)>; Masog, Tom <[Tom.Masog@ppd.mncppc.org](mailto:Tom.Masog@ppd.mncppc.org)>; Barnett-Woods, Bryan <[bryan.barnettwoods@ppd.mncppc.org](mailto:bryan.barnettwoods@ppd.mncppc.org)>; Zhang, Henry <[Henry.Zhang@ppd.mncppc.org](mailto:Henry.Zhang@ppd.mncppc.org)>; Kosack, Jill <[Jill.Kosack@ppd.mncppc.org](mailto:Jill.Kosack@ppd.mncppc.org)>; Hurlbutt, Jeremy <[Jeremy.Hurlbutt@ppd.mncppc.org](mailto:Jeremy.Hurlbutt@ppd.mncppc.org)>; Dixon, June <[june.dixon@ppd.mncppc.org](mailto:june.dixon@ppd.mncppc.org)>; Chaconas, Sheila <[Sheila.Chaconas@ppd.mncppc.org](mailto:Sheila.Chaconas@ppd.mncppc.org)>; Holley, Edward <[Edward.Holley@Pgparks.com](mailto:Edward.Holley@Pgparks.com)>; Thompson, Ivy <[Ivy.Thompson@ppd.mncppc.org](mailto:Ivy.Thompson@ppd.mncppc.org)>; Walker, Tineya <[tineya.walker@ppd.mncppc.org](mailto:tineya.walker@ppd.mncppc.org)>; PPD-EnvDRDreferrals <[ppd-envdrdreferrals@ppd.mncppc.org](mailto:ppd-envdrdreferrals@ppd.mncppc.org)>; 'Reilly, James V' <[JVReilly@co.pg.md.us](mailto:JVReilly@co.pg.md.us)>; 'SLToth@co.pg.md.us' <[SLToth@co.pg.md.us](mailto:SLToth@co.pg.md.us)>; 'ljdillon@co.pg.md.us' <[ljdillon@co.pg.md.us](mailto:ljdillon@co.pg.md.us)>; 'DPIE' <[DARichards@co.pg.md.us](mailto:DARichards@co.pg.md.us)>; 'AMGullickson@co.pg.md.us' <[AMGullickson@co.pg.md.us](mailto:AMGullickson@co.pg.md.us)>; 'tgaskins@co.pg.md.us' <[tgaskins@co.pg.md.us](mailto:tgaskins@co.pg.md.us)>; 'De Guzman, Reynaldo S.' <[rsdeguzman@co.pg.md.us](mailto:rsdeguzman@co.pg.md.us)>; 'rlattivor@co.pg.md.us' <[rlattivor@co.pg.md.us](mailto:rlattivor@co.pg.md.us)>; 'Snyder, Steven G.' <[SGSnyder@co.pg.md.us](mailto:SGSnyder@co.pg.md.us)>; 'Abdullah, Mariwan' <[MAbdullah@co.pg.md.us](mailto:MAbdullah@co.pg.md.us)>; 'Formukong, Nanji W.'

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**Subject:** UPDATE re: ACCEPTANCE Referral - A-10060 Saddle Ridge

FYI - Please find new dates below.

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**From:** ePlan

**Sent:** Friday, April 16, 2021 2:16 PM

**Subject:** UPDATE re: ACCEPTANCE Referral - A-10060 Saddle Ridge

This is an EPlan ACCEPTANCE of **A-10060 Saddle Ridge** to be reviewed at the Planning Board level scheduled for **7/8/2021**.

This case was officially accepted as of April 7, 2021.

SDRC is scheduled for April 30, 2021.

# Major Issue Referral Deadline April 22, 2021

Referral Due Date (as shown on TSR Due Date matrix) **May 17, 2021**

- All responses must be emailed to the assigned reviewer and to [PGCReferrals@ppd.mncppc.org](mailto:PGCReferrals@ppd.mncppc.org) ;
- attach signed memo's on official letterhead
- attach a signed PDF and Word version of the document.
- The email subject must include: Case number + Case name + Dept + Reviewer initials.
- Please indicate in the body of your email if the attached response is the 1st, 2nd or 3rd

**\*Please submit ALL comments to assigned reviewer**

**[Thomas.Sievers@ppd.mncppc.org](mailto:Thomas.Sievers@ppd.mncppc.org) and to [PGCReferrals@ppd.mncppc.org](mailto:PGCReferrals@ppd.mncppc.org) (email).**

**Revised Information (55 day) Due Date: May 14, 2021**

**Click on the hyperlink to view the Acceptance Documents:**

<https://www.dropbox.com/sh/503u3scwd8nn7dn/AABD529JtCtDcVd9UAfgWNPVa?dl=0> (3-31-2021)

**NOTE: Plans and documents for this case will be available in Dropbox until Planning Board hearing and decision. You may download and save for your records but the plans are not final until conditions are met and the plan is certified.**

Thank you,

Randa Lee

Senior Planning Technician, Development Review Division



14741 Governor Oden Bowie Drive, Upper Marlboro, MD 20772

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THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Department of Parks and Recreation

6600 Kenilworth Avenue Riverdale, Maryland 20737

**MEMORANDUM**

DATE: January 6, 2022

TO: Thomas Sievers, Senior Planner  
Zoning Section  
Development Review Division  
Planning Department

VIA: Sonja Ewing, Assistant Division Chief *SME*  
Park Planning and Development Division  
Department of Parks and Recreation

FROM: Tom Burke, Planner Coordinator *TB*  
Land Acquisition/Management & Development Review Section  
Park Planning and Development Division  
Department of Parks and Recreation

SUBJECT: **A-9968-03 National Capital Business Park**

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The Department of Parks and Recreation (DPR) has reviewed and evaluated this third basic plan amendment as it pertains to public parks and recreational facilities.

**PROPOSAL**

This application is a petition to amend basic plan, A-9968-02, previously approved by the Prince George's County Zoning Hearing Examiner on March 10, 2021. The project proposes the development of a modern logistics/employment park adjacent to the existing Collington Business Center. This basic plan amendment seeks to allow an increase in the total gross floor area (GFA) of the employment and institutional uses from a maximum of 3.5 million square feet to a maximum 5.5 million square feet.

**BACKGROUND:**

The subject property is 442.30-acres within the Residential Suburban Development (R-S) Zone, a designated comprehensive design zone, and is located on the north side of Leeland Road in Upper Marlboro, approximately 3,178 feet west of its intersection with US 301. The proposed amendment is being filed in accordance with the provisions of the Prince George's County Zoning Ordinance as modified by CB-22-2020. Legislation was adopted by the District Council on July 14, 2020, for the purposes of allowing uses permitting in the

A-9968-03  
National Capital Business Park

Employment and Institutional Area (E-I-A) Zone on land in the R-S Zone pursuant to Section 27-515(b) of the Zoning Ordinance.

The site is subject to the *2006 Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment for Planning Area 71A, 71B, & 74B*, December 2013, the *2017 Land Preservation, Parks and Recreation Plan for Prince George's County*, and *Formula 2040, Functional Master Plan for Parks, Recreation and Open Space*. This property is currently unimproved and fully wooded.

**DISCUSSION:**

The applicant has submitted a request to amend Basic Plan A-9968-02 to allow the approved land use quantities to increase from a maximum of 3.5 million square feet GFA to a maximum of 5.5 million square feet GFA for the warehouse and institutional uses. All previous conditions relating to DPR and the proposed 20-acre park, Collington Branch stream valley trail, and parkland dedication remain valid.

**RECOMMENDATION:**

The Park Planning & Development Division of DPR recommends approval of the National Capital Business Park Basic Plan Amendment, A-9968-03.

cc: Bridget Stesney  
Christian Gabriel



**Additional Back-up**

**For**

**A-9968-03**

**National Capital Business Park**  
**(a.k.a Willowbrook)**

February 8, 2022

**MEMORANDUM**

TO: The Prince George's County Planning Board

VIA: James Hunt, Chief, Development Review Division *JGH*  
Jeremy Hurlbutt, Supervisor, Zoning Section *JDH*  
Development Review Division

FROM: Thomas Sievers, Senior Planner, Zoning Section  
Development Review Division

SUBJECT: **A-9968-03, National Capital Business Park**  
Planning Board Agenda February 10, 2022 – Applicant's Proposed Revisions

Staff received a memo on February 8, 2022, from the applicant's representative, Robert Antonetti, proposing revisions to one of the findings and four conditions. The memo language is contained herein and has been made part of the record. Staff is in agreement with the proposed revisions, as well as the deletions to the four conditions, as follows (underlining indicates new language and [brackets] and strikethrough indicate deleted language):

**Transportation Findings, Page 5**

"The traffic study identified 14 background developments whose impact would affect some or all of the study intersections. In addition, a growth of 1.1 percent over six years was also applied to the traffic volumes. In addition to the inclusion of background developments and regional growth, the traffic impact study assumed improvements involving the upgrade to US 301 between MD 214 in the north and MD 4 to the south. Specifically, the improvements would involve a widening of US 301 from four to six through lanes. This improvement appears in the current county Capital Improvement Program (CIP) with full funding within six years. There is a provision in the CIP that the overall cost of \$24.78 [~~\$32~~] million will be borne by developer contribution. This applicant has agreed to provide his/her commensurate share, which will be determined at future stages of the development review process."

Staff agrees with the proposed revision to the overall CIP cost.

## Revised Conditions

- ~~[18. All of the intersections evaluated with this application will be subject to further analyses at the time of the comprehensive design plan phase of the subject development.]~~
19. The applicant shall provide a network of pedestrian and bikeway facilities internal to the site, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence. The exact location and design of said facilities shall be evaluated with future applications.
- ~~[20. The applicant shall provide a 10-foot-wide master plan trail along the Collington Branch Stream. The design of the master plan trail will be evaluated with future applications.]~~
- ~~[21. The applicant and the applicant's heirs, successors, and/or assignees shall construct a minimum 10-foot-wide master plan shared-use path along the subject site frontage of Leeland Road, consistent with AASHTO standards, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.]~~

Staff agrees with the proposed revisions and deletions to the four conditions.